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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after APRIL 7th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.35	8.00	8.24	9.05	10.00	12.10	1.18	2.33	3.30	4.30	5.40	7.35
Tsimshui Dep.	8.44	8.09	8.33	9.14	10.09	12.19	1.27	2.42	3.40	4.40	5.50	7.45
Shatin Dep.	8.53	8.18	8.42	9.23	10.18	12.28	1.36	2.51	3.50	4.50	6.00	7.55
Taipei Dep.	9.02	8.27	8.51	9.32	10.27	12.37	1.45	3.00	4.00	5.00	6.10	8.05
Market Dep.	9.11	8.36	9.00	9.41	10.36	12.46	1.54	3.09	4.10	5.10	6.20	8.15
Fanning Dep.	9.20	8.45	9.09	9.50	10.45	12.55	2.03	3.18	4.20	5.20	6.30	8.25
Shaukei Dep.	9.29	8.54	9.18	9.59	10.54	13.04	2.12	3.27	4.30	5.30	6.40	8.35
Shum Shue Dep.	9.38	9.03	9.27	10.08	11.03	13.13	2.21	3.36	4.40	5.40	6.50	8.45
Canton Arr.	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58	11.58

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05
Shum Shue Dep.	7.13	7.58	10.34	11.21	11.49	2.33	4.39	5.47	6.43	7.07	7.14	7.14
Shaukei Dep.	7.20	8.04	10.40	11.27	11.55	2.40	4.46	5.54	6.50	7.14	7.21	7.21
Fanning Dep.	7.29	8.12	10.47	11.34	12.02	2.49	4.55	6.03	6.59	7.23	7.30	7.30
Market Dep.	7.38	8.21	10.56	11.43	12.11	2.58	5.04	6.12	7.08	7.32	7.39	7.39
Taipei Dep.	7.47	8.30	11.05	11.52	12.20	3.07	5.13	6.21	7.17	7.41	7.48	7.48
Shatin Dep.	7.56	8.39	11.14	12.01	12.29	3.16	5.22	6.30	7.26	7.50	7.57	7.57
Shum Shue Dep.	8.05	8.48	11.23	12.10	12.38	3.25	5.31	6.39	7.35	8.00	8.07	8.07
Kowloon Arr.	8.12	8.57	11.32	12.19	12.47	3.34	5.40	6.48	7.44	8.10	8.17	8.17

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SUNDAY, 24th AUGUST.

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"A MANNIE ON HORSEBACK."

SKETCH OF SCOTTISH COTTAGE LIFE.

HOW GOOD INTENTIONS MADE MORE TROUBLE.

[In a recent issue of the *Countryman* (a quarterly magazine devoted to news and views of country folk and affairs) is the following amusing story by Miss Elspet Keith, who will be recalled by many of our readers as an artist whose exhibitions in Hong Kong and elsewhere in the Far East have attracted such great interest.]

'Aye,' chuckled Sandy from his elbow chair, 'the *Auld Folks* Weekly takes some beating.' My, but the jokes is gude.

For one moment Mistress Hill stayed her fevered pace on her 'clovee rug' to say heartily:

'Aye, man, the *Auld Folks* is a grand journal.' 'Cut the swatches even, ye immer,' she admonished her second daughter, Jean, a fat, rosy girl of nearly thirteen, whose thick fair hair made her like 'a sheepie lookin' through drift.' She then added gently, 'I'll put a mannie on horseback for the pawtreen in the centre.' It taxed Jean's powers to please the rug-maker, but she gloried in her job and longed for the appearing of 'the mannie on horseback.'

'Aye, t'aye; the *Auld Folks* gets better ilka week,' reiterated Sandy. 'There's still room for improvement,' said the pupil-teacher, seventeen-year-old Susan, looking up from her books; 'but,' she added with sarcasm, 'it's a year since I glanced at that excellent miscellany.'

'Auld Folks,' said her mother warmly, 'is the very best journal in the known wurld; in fac' a' thing that comes out o' Aberdeen is "honest and o' good report," as the Bible says. There's nae anither ceeity like it onywhere.'

'You haven't seen many "ceeties,"' said Susan, in an undertone. 'Na; nor div I want to see many ceeties,' was the answer. 'Wad I gang to Rooshys, think ye, or to Cheema or some ither heathen land to get the marra o' bonny Aberdeen? A'm thinkin' Jonah got a gey fleg when he got out for foreign ceeties.'

A soothing remark from Sandy was lost in a sound of rapping on the outer door. Davie Sim, the neighbour who entered, was a huge man with girl's eyes. Davie was in great distress, but before he could

speak, Mistress Hill had begun to roll up the 'clovee rug' saying: 'What's the matter noo, Davie? Has Mary coupit the broth pot over the bairn?'

'Na,' said Davie humbly, 'I'm on my road to the doctor. Wad ye kindly gang and sit wi' Mary till I come back. She's feart. The little bairn has a queer-like, chokin' hoast. I doot he canna last lang.'

'It'll be the croup,' said Mistress Hill. 'Ye'll bring no doctor here. A woman that's nae skeely savin' a bairn? The croup shouldna be a mither.' With incredible speed Mistress Hill packed a big basket. Lifting the singing kettle from the hob and throwing a shawl over her head and shoulders, she shouted: 'Come awa', Davie; an' Jean, ye come an' help to get mair billin' water ready. I'ae warrant,' sarcastically, 'Mary'll hae put the fire out wi' her tears.'

Laden though she was, it took Davie all his time to keep up with Mistress Hill who spoke, as she ran, the whole way to Bogend. There they found the luckless Mary weeping, with a gasping infant on her knee. The other children were crying in sympathy, and a small girl struggled with a lame bellow at a nearly dead fire.

To their joy, the children were packed off to bed in Jean's kindly care. Soon the infant, stripped, steamed, oil and rolled in flannel, was resting peacefully on Mistress Hill's broad lap, while the horrible croupy sound had become a mere 'hursle.'

'An' would they kill my daavie?' crooned Mistress Hill. 'Hush, my weary wee doo! Eh, Mary Sim, turning to the awed and dumfounded mother, 'Ye'd hae had something to answer for if ye had let this bonny creatur slip out o' your grip. Woman, ye micht think black burnin' shame o' yersel'. A fine wife ye mak'!' The torrent flowed in 'a whisper, but Mistress Hill never for an instant forgot her patient as she swayed it gently before the now blazing fire. 'An' seein' the bairn's easy-like, will ye turn off that watter-cait o' yours?' The grateful Mary obediently tried to stop snivelling and humbly waited further orders. There was perfect quiet as Mistress Hill laid the baby in its warm, waiting cradle.

Then a scream was heard above, and presently Jean's head appeared at the kitchen door as she said: 'Everybody's in their beds and they're a' gude bairns, but little Tommykie's lug's sair again, and what will I do?' Miss Hill sent Jean home with the injunction that nobody was to wait up for her, for she, 'wouldna' leave Bogend till she was sure that they were a' richt.'

On her return Jean gave a graphic description of the scenes at Bogend ending with: 'I declare, I never saw such a lot o' calamities; it was just out o' croop and into earache!'

'Jean felt in a heroic mood. The wag-at-the-wa' creaked out nine quivering strokes. Her mother was sure to be late. They lay the 'clovee rug' and a neat pile of swatches. Her father was again absorbed in the humours of *Auld Folks*, and Susan was deep in a novel. Jean set to work feverishly on the rug. The thought of that 'mannie on horseback' charmed the artist in her. It was past eleven when Mistress Hill appeared, her face glowing with the joy of her medical triumphs. She delivered her story to the appreciative Sandy and Susan, and, while folding up her shawl, suddenly spied Jean who instantly began to blubber.

'Gude preserve's lassie! What hae ye done to ma rug?' Mistress Hill's voice ended almost in a wail. 'I was only tryin' to help ye,' said Jean, weeping aloud. 'I'm sure I thoct I was makin' a mannie on horseback; but he widna come richt an' he's turned himsel' into an ivy leaf!'

New York State is faced with the problem of another "murder of mercy," and must soon determine the fate of Andrew Beers, of Walton, New York, who confessed to-day that he killed his crippled mentally defective daughter to remove her from the possibility of unkind treatment after he was dead. Beers said he intended to commit suicide after the deed, but his nerve failed him, and he surrendered to the police. Since his wife died a year ago, Beers, who is 78 years old, devotedly attended his 27-year-old daughter Frances, and it was the fear he would soon die and leave her in the indifferent care of strangers that gave him an "irresistible impulse" to kill. First he tried arsenic, then Paris green, and, both poisons failing, took an ice-pick and hammered it through his daughter's brain.

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Diary of Coming Events.

To-day.

(August 20.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Way of Gold"
(Chinese film).
Star Theatre: "Ace of Cads."
Central Theatre: "Illusion."
Tennis:—Mixed Doubles: U.S.
R.C. v. I.R.C.
Water Polo:—1st Div.: C.B.C. v.
Somerset.
Dinner Dance: Hong Kong Hotel,
8.30 p.m.
European Mail:—Outward:
Europe via Siberia (Emp. of Asia),
10 a.m.
Tides: High, 6.08 a.m. and 6.24
p.m.; Low, 1.30 p.m. and 11.04 p.m.

Thursday.

(August 21.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming
Sin."
Star Theatre: "Senorita."

Central Theatre: "Illusion."

European Mail:—Outward:
Europe via Siberia (Tatsuta Maru),
8.30 a.m.
Tides: High, 6.15 a.m. and 6.08
p.m.; Low, 2.30 p.m.

Friday.

(August 22.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming
Sin."
Star Theatre: "Senorita."
Central Theatre: "Illusion."
Kowloon Cricket Club, Extraordi-
nary General Meeting, 8.30 p.m.
Lammer's Auction of Furniture,
Salesroom, 2.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.
European Mail:—Inward: Europe
via Negapatnam (Hakone Maru).
Tides: High, 7.10 a.m. and 6.40
p.m.; Low, 12.28 a.m. and 3.02 p.m.

Saturday.

(August 23.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming
Sin."
Star Theatre: "Senorita."
Central Theatre: "Illusion."
Baseball: Philippines v. Japanese.
Lawn Bowls:—1st Div.: Craig-
gower v. Taikee, Kowloon C.C. v.
Civil Service, Kowloon Dock v.
Police, Bowling Green v. Recreation,
2nd Div.: Taikee v. Craigcower,
Civil Service v. Kowloon C.C., Re-
creation v. Bowling Green, Yacht Club
v. Electric R.C.
Tea Dance: Peninsula Hotel, 5
p.m.

Dinner Dance: Repulse Bay
Hotel, 8.30 p.m.
European Mail:—Outward:
Europe via Marseilles (Kamo
Maru), 8.30 a.m.; Europe via Vi-
toria, B.C. (Protestants), 10.30 a.m.
Tides: High, 6.15 a.m. and 10.10
p.m.; Low, 1.37 a.m. and 3.02 p.m.

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MENU.

To-day's Tiffin—\$1.35.

- 1.—Tomato Cream Soup
- 2.—Cold Prawn Salad
- 3.—Roast American Pot and Noodles
- 4.—Chicken à la Maryland
- 5.—Roast Saddle of Lamb,
Mint Sauce
- 6.—Madras Curry
- 7.—Baked Mashed Potatoes
- 8.—Boiled Potatoes
- 9.—Long Beans
- 10.—Apple and Raisin Tart
- 11.—Fruit 12.—Tea 13.—Coffee

MOTOR NOTES.

A New British Straight Eight.

Although it is premature to give names, *The Autocar* is able to state that one of the oldest motor manufacturing companies in the Midlands will offer, as its leading attraction at the next Olympia Show, a new 20 h.p. straight eight car. It will be priced at a strictly competitive figure. The first example has been constructed with considerable secrecy on the Continent. It was brought over to England last month and shown to a number of agents.

Small Car Performance.

The Auckland Automobile Association has issued a certificate of performance in respect of a recent 10,000-mile run by a Triumph Super Seven. The vehicle travelled between Auckland and New Plymouth, via Hamilton and Cambridge, a distance of 250 miles, and the engine functioned for 300 hours 20 minutes without stopping. The car covered 7,970 miles before going over a bank. The engine was restarted, and it ran a further 32 hours 50 minutes, completing 10,000 miles at an average speed of 28.8 m.p.h. on a petrol consumption representing 40.48 m.p.g.

The Australian View.

Speaking at the opening of the All-British Motor Exhibition at Adelaide, Australia, recently, Sir Alexander Hore-Ruthven, V.C., the Governor of South Australia, said that although the object of the Australian Association of British Manufacturers was to foster British manufacturing in Australia, it did not pre-empt the principle which the whole Empire was trying to achieve, namely, that every State should develop its own resources. The aim of the exhibition was to prove that British cars and motor cycles, with sufficient encouragement, could compete with foreign manufacturers.

Blood Tests for Motorists.

Medical blood tests are the latest means used by the police department of Stockholm in the case of apparently drunken motorists arrested for reckless driving or breaking of traffic rules. On such occasions the doctor of the police department at once performs a blood test on the accused, whereby it can be definitely proved whether and to what extent the offender is affected by alcohol.

Cyclists.

There have been many complaints in England of late as to the action of cyclists on the roads of the country, and Sir Frank Nelson asked the Minister of Transport if his attention had been drawn to the danger to themselves and the deterrent effect on traffic of cyclists riding in the middle of the road and two or three abreast; and whether he would consider taking steps to make cyclists keep the rule of the road in the spirit as well as in the letter, and, incidentally, to enforce the carrying of a rear light on cycles. Mr. Morrison said that, as regarded the first part of the question, the matter would be carefully considered in connexion with the recommendations of the Highway Code to be issued under the Road Traffic Bill. As regarded the last part of the question, the enforcement of the law requiring cyclists during the hours of darkness to carry a rear red light or reflector was a matter for the police.

A Dutch Concours d'Elegance.

During June a Concours d'Elegance was held in Holland, at Hilversum, at which the judges were Mr. J. A. Lawton Goodman, representing Great Britain, M. Antoine Vandenberghe, representing Belgium, and Baron Storm de Grave and M. A. Blit Vuur, representing Holland. Standard bodies were not allowed to compete, and it is significant that there were only two entries in the touring class. In the closed-car class there were three Dutch, one Belgian, and one Italian entries, and all were first-class jobs. But were devoid of novelty. The first prize was won by Schutter and Van Bakel with a landaulet body on a Lincoln chassis, who also secured first prize in the sliding roof class. The roof fitting was for four-seater cabriolets and "compes" attracted 31 exhibits from Holland, France, Germany, Italy and Great Britain. Schutter and Van Bakel, who specialise in this type of body, secured the two first prizes, and one body on a Lincoln chassis was up-holstered in Connolly's leather and also had other British fittings. The two second prizes were awarded to J. Bronckhorst, of Hilversum, for a La Salle, and to J. Glaser, of Dresden, for a Horch. Salmons & Sons showed four Tickford bodies on Humber and Hillman chassis, while amongst the French coachwork were bodies by Sautehik, Henri Labourdette, Villars, Derouault and Jengen.

The Wash Speedway Scheme.

The proposed speedway along the shores of the Wash, about which much has been heard of late would appear to be progressing beyond mere plans and discussion. The latest news in this direction is to the effect that the Lords Commissioners of the Treasury are prepared, provisionally, to make a grant of the tidal lands. The grant is a sale or purchase at a price which, it is understood, is considered to be agreeable to the Automobile Racing Association, the concern promoting the venture. Should this offer be accepted by the Association, it is possible that work will commence in the near future, providing employment for some 3,000 men for close on two years. It will be remembered that the scheme provides for a straight concrete track, some fifteen miles long and 200 yards wide, along the north shores of the Wash, while the plans also include a water-way for motor boat trials, and a track which will contain replicas of the most famous racing circuit bends and corners in the world. It is estimated that the scheme will cost £300,000. Should the idea become a reality, it is hoped that it will be unnecessary to resort to Daytona for future land speed records.

THE "FIAT 514."

ITS GOOD QUALITIES.

The "514" Fiat incorporates all the features which contributed so largely to the universal fame of models 501 and 509; reliability, strength, simplicity and ease of control, together with the principal characteristics of model 521-C: liveliness, smart acceleration, beautiful modern lines and accurate finish. All these good qualities are incorporated in a car sufficiently economical to be defined as a utility vehicle, yet well built and elegantly trimmed and finished, a type of car that fulfills the desires and answers the requirements of the great majority of the motoring public. This is why the "514" has been defined as the truly popular car and why it has met with such instantaneous and overwhelming success.

The Engine.

The engine has four cylinders cast en bloc, and side valves. The piston displacement is 1,433 c.c., the brake h.p. is 28. The cylinder head is detachable and is of the rapid combustion type, which ensures high efficiency, i.e., a good power output with minimum consumption.

The Chassis.

Ignition is by battery and coil, with the distributor situated on top of the cylinder head. This system guarantees a powerful spark at the lowest speeds and when starting. Spark advance is automatic through 15 degrees with a further 15 degrees by hand.

Valves.—The side valves are actuated directly by the "special" profile, silent cam.

The Carburettor is a "Solex" fitted with an economiser and an air strangler for easy starting. The feed is by gravity from a tank on the dash, with a capacity of 24 litres (7½ gallons).

Clutch.—The single plate, dry clutch is sweet and progressive in action and is mounted on a special flexible hub.

Gearbox.—In unit with the engine is the four speed gear-box. The gear lever is centrally situated, is long and the gear manipulation is very easy and quite noiseless. In the different gears, the maximum speeds attainable are the following, the rear axle ratio being 10/58; in fourth (direct drive) about 50 m.p.h.; in third, 33 m.p.h.; in second, 22; in first 14 and in reverse 17 m.p.h. The maximum gradient that can be climbed is about 1 in 3.

Transmission.—An open propeller shaft with two cardan joints transmits the drive to the rear wheels. Torque and thrust are taken up by the rear springs. A semi-floating rear axle is used, carrying a "Gleason" cut spiral toothed bevel gear, and an extremely accessible differential gear. The rear axle gears work with perfect noiselessness.

The brakes are of new design, with rigid pull rods instead of cables. Both hand and foot brakes act on all four wheels. The brake drums and shoes are generously proportioned both for diameter and width.

The steering is by worm and worm-wheel, with a strongly raked steering column and a large diameter wheel.

Electrical Installation.—The six-volt electrical installation comprises a dynamo, starting motor, 65 amp-hour battery, three-light headlamps with switch, on the steering wheel, electric horn, flood-lighted instrument board and tail lamp.

General Features of Coachwork.

The exterior lines of the 514 bodies follow those that assured such success to model 521-C, and the salient features of construction are also similar in the two models. The shell is pressed out of strong sheet steel, forming a single, silent and rigid unit, capable of defying time, weather and neglect. The brilliant paintwork is executed by the most modern system, assuring the maximum durability.

The radiator, of new design, is entirely chromium plated. An effect of slowness and speed is obtained by continuing the crest of the

THE MODERN CAR.

NEW FIAT MODEL.

The Fiat badge in the radiator of a car is like the armorial bearings of a noble house: it denotes a car of high and ancient lineage, an aristocrat amongst automobiles. It means that the car bearing it was built by a firm which, for thirty years has ever looked ahead, reaching out for greater perfection; a firm that in all its history has never stood still on the path of progress, has never betrayed a trust or failed to come up to expectations when the demand was for a better car, a masterpiece.

The 521-C is therefore above all, a Fiat. That is, it is the fruit of a model organisation in which legions of research workers, experimenters, engineers and designers are ceaselessly engaged in sifting the accumulated experience gained in building innumerable cars, winning thousands of competitions and driving hundreds of miles on the most gruelling road tests. A firm that has opened up new horizons in modern industrial system, both as regards metallurgy and mechanics, neglecting nothing that would improve quality production on a vast scale at ever decreasing cost.

Through a wide-spread, active, commercial organisation, planned with foresight and acumen, the factory continually collects and studies the impressions, needs and desires of the private motorist.

Fiat, in short, is a name that expresses a whole programme, a name that has no need of any explanatory or laudatory slogan.

A few words regarding the particular denomination of this car will, however, not be out of place. The denomination 521-C might naturally lead one to suppose that the new car was merely a more or less modified form of model 521. If this supposition is, in part, true, inasmuch as none of the excellent features of model 521 are lacking in the 521-C Saloon and the parts of both cars are largely interchangeable, it is none the less true that, on the other hand, the alteration of all those details of the chassis, transmission and bodywork affecting the properties of the car, was sufficient to confer on the new model the character and substance of a car fundamentally designed and built as a five-seater, full of markedly individual features, destined to rank high in the Fiat range of models.

The 521-C has no double, either in its particular characteristics, or in its performance, not only in Fiat's own production, but even in the production of any other country.

It is offered to the large number of motorists who require a medium powered car with a brilliant performance and a high degree of luxury, but which does not overstep the limits of a relatively modest cylinder capacity and a still more modest purchase price. It is for those who, enthusiastic in their reception of the model of the new productive, cycle-model 520—will undoubtedly receive with still greater favour this later car, finer, faster and more up-to-date.

The single piece windscreen is hinged and can be fixed in any desired position by means of special anti-vibration clamps. An automatic vacuum screen wiper is fitted. All cars are also fitted with driving mirrors, now recognised as an important factor in safe driving.

On the instrument board are mounted the speedometer, oil pressure gauge, ammeter and a safety lock. On the fascia board, at the side of the instrument panel, are the knobs for actuating the air strangler on the carburettor for easy starting, the hand throttle and the

pedal in the centre controls the starter switch, whilst the electric horn button, the revolving switch controlling the anti-dazzle head-lights and the butterfly lever controlling the hand spark advance are mounted on the steering wheel.

Main Features of the Chassis.

The engine of Model 521-C is a six-cylinder monobloc unit, with detachable head and side-by-side valves. The specially shaped, rapid combustion explosion chambers ensure an excellent power output with a limited fuel consumption. The total piston displacement is 1,433 c.c. the bore of the cylinders being 72 mm. and the stroke 103 mm.

The crankshaft, of great rigidity and perfect balance, runs in seven smooth, antifriction lined bearings. A disc type damper is fitted which eliminates all vibration, the running of the engine consequently being smooth, flexible and extremely quiet at even the very highest speeds.

The pistons are of a special light alloy, fitted into the cylinders without clearance so as to avoid noise and wear. The large diameter valves are actuated directly by the camshaft situated in the crankcase and driven by a silent chain.

A Solex carburettor is employed, provided with a special air filter. It is fed through a vacuum device mounted on the dash, which draws upon the main tank at the rear of the chassis.

Ignition is by battery and coil; the spark advance is automatic with a supplementary hand control.

Forced lubrication is effected by means of a pump in the oil sump; the oil passes through a purifier on the dashboard.

The clutch is of the single plate, dry type, and the gearbox, unit built with the engine, gives four forward speeds and reverse controlled by a central lever provided with a special safety lock. The changing of gears is easy and simple and the gearbox is perfectly quiet at all speeds.

Transmission is by a hollow shaft fitted with two cardan joints; thrust and torque are taken entirely on the suspension springs.

A pressed steel rear axle casing is fitted; it has a final drive through silent, helical bevel gears with a ratio of 1 to 5.1. The differential gears are plain, straight toothed bevels.

The suspension is by four flat, semi-elliptic springs very flexible and of very smooth action, aided by four efficient adjustable hydraulic shock absorbers.

An internal expanding pedal operated brake is fitted to each of the four wheels. A hand lever actuates the rear wheel brakes only.

A very up-to-date electrical equipment is provided, comprising a 12 volt dynamo, a capacious battery of accumulators, a self-starter motor and a junction switch. On a neat panel are grouped the instruments, which are flood-lighted. There are two handles; one for the ignition switch and the other controlling the head and side lights.

The self-starter control is operated by a pedal, that of the spark advance being on the steering wheel. On the fascia board to the right of the instrument panel, is to be found the throttle control for the slow running adjustment, the air strangler control for starting, and the economiser.

The Tourer.

This latest type of body which Fiat, in view of the great favour everywhere encountered by their model 521-C, have produced for lovers of fast touring and for sportsmen, has fine, tapering lines, is harmoniously proportioned and well finished.

Like the Saloon on the same chassis, it affords ample room for five passengers; the deep, restful seat cushions, well padded back rests and the interior trimming, all in washable leather, are of a plain colour harmonising with that of the brilliant external paintwork. The four doors are each provided with a capacious inside pocket.

Two spare wheels are carried with the car; these are carried in wells in the front wings. The folding luggage grid at the rear is stove enamelled black, strong and practical.

The Saloon.

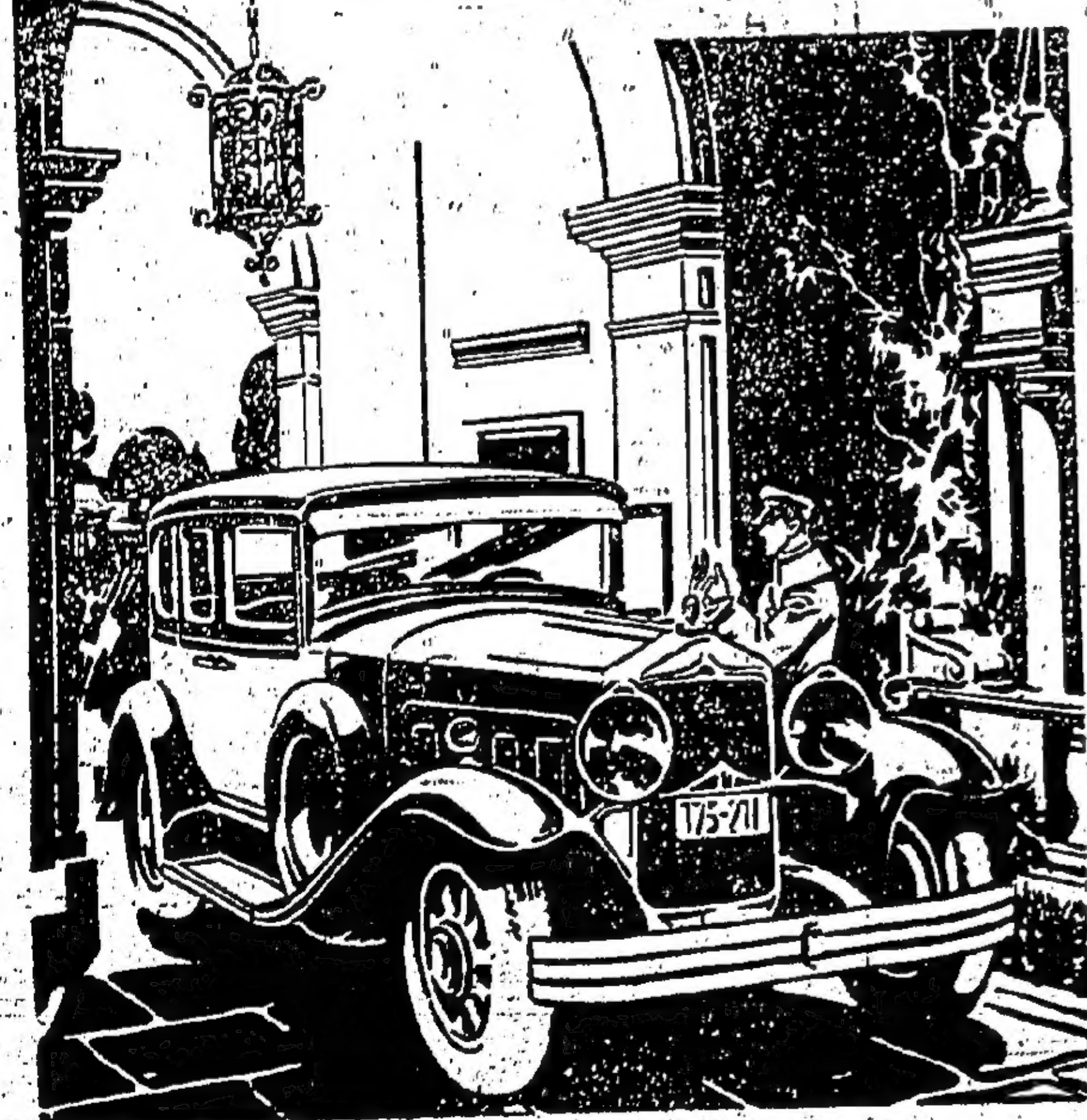
Of the unmistakably Italian style and taste, the five-seater Saloon designed by Fiat for the model 521-C chassis is light, airy, elegant, comfortable and roomy and is replete with all the latest fittings and trimmings.

Complete protection is afforded by the wide wings; the two spare wheels are carried in wells in the front ones. The wide running boards, rubber covered, the sides of the body come right down to the level of the running boards, there being no valances. This, owing to the continuity of the colour adds to the car's appearance.

The large, drop windows give ample light and allow of perfect visibility; they are fitted with winders for raising or lowering the glasses. The adjustable, one-piece windscreen is fitted with anti-vibration fastening arrangements and an automatic wiper. A large rear window gives the driver a clear view when reversing. The rear petrol tank is covered and protected by a sheet metal valance which is neatly turned up to form a number plate bracket. A luggage grid is fitted at the rear of the car, and a simple, practical and extremely strong.

The front seat is fully adjustable for distance from the steering wheel and for the inclination of the backrest. The rear seat affords ample room for three full-grown passengers.

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introduce a new art in interior decorations. In performance the Great Six gives satisfaction because of its powerful, quiet, 82 H.P. motor—a unit that satisfies.

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BRITISH "BABIES" FOR U.S.A.

ORDERS FOR 167,000 AUSTINS.

Two months ago a factory was established in Pittsburgh, U.S.A., for the manufacture of a British baby motor-car for the United States market.

The decision to build in that country was taken against the strong advice of all the leaders of the American motor-car industry. "It cannot be done," they said, "Baby motor-cars may be all right for Europe, but we do not want any 'kid' cars over here."

When the first small motor-car was exhibited in New York it was regarded as a great joke.

Now comes this astonishing news.

MOTOR NOTES

5,000 a Month.

Sir Herbert Austin, who is responsible for storming the United States fortress with his baby car, has received a cable from the new Pittsburgh factory.

No fewer than 3,000 baby cars have been delivered to Americans in July, and the factory is turning out 5,000 cars this month. Further orders are pouring in faster than the factory can deal with them. Actual orders have reached the amazing figure of 167,000. The rush began as soon as the little motor-cars made their appearance on the road.

The success of the little British motor-car has literally staggered the United States industry.

It has come at a time of deep trade depression. No motor-car of foreign design has ever before penetrated the American stronghold with any degree of success. The

boot in the past has more often been on the other foot.

According to despatches received at Birmingham, American manufacturers are now tumbling over one another to be the first to bring out a baby motor-car of their own design.

There is an atmosphere of romance about the story of this new motor-car invasion of America as told by Sir Herbert Austin.

A "Pure Gamble."

"For the past three years," he said, "I have visited the United States with a view to trying to arrange manufacturing facilities for the British baby motor-car. Manufacturers one after another turned me down."

They regarded it as a toy and declared emphatically that the American public would not look at it.

"I had almost given up the idea of ever getting into that country

when, on my last visit I managed to interest a well-known United States financier. He was rather tickled with the little motor-car and eventually decided to arrange for manufacturing facilities.

"The amusing part is that he knows nothing about motor-cars. All the people who did turned it down. Even then he regarded the proposition as a pure gamble. Arrangements were made for him to build the car under licence from the Austin Motor Company."

"No one was more surprised than he at our immediate success."

"It is being sold at 440 dollars, or approximately 288. It is the cheapest motor-car in the States, and its design is absolutely British throughout."

The British "baby" has already conquered France and Germany. Latest figures show that 11,000 have already been sold in France, and 14,000 in Germany.

"TWO-WAYS" ROADS

ENGLISH WRITER'S SUGGESTION.

The final decision on the question of the speed limit is that it is to go, and go it will for private cars and motor-cycles when the Road Traffic Bill becomes law—but not until then.

Personally, writes "Contact" in *The Motor*, I have always been in favour of this reform, but I wish it had been finally decided at a time when there was less evidence of dangerous driving than there is at present. The appalling lack of road sense and the evidence of gross discourtesy is nowhere more apparent than in the tendency to three lining.

At times in the day when the outboard traffic (or vice versa) predominates, the case of the unfortunate driver who has to face it is truly appalling. The driver making the third of the approaching line is generally partly overlapping the one attempting to pass the one on the inside. The unhappy driver who is facing this oncoming sweeping mass is between the devil in the form of a kerb (if there be one) and the deep sea represented by a ditch (equally, if there be one) because the selfish individual overhanging the second car in the line invariably holds his position, as often as not entirely misjudging the space he is allowing to the car approaching.

I am convinced that something drastic will have to be done in this matter, and in the making of new roads it will have to be considered whether a definite division of the roads should be made. My view is that it should be done.

I notice that something in this line has been achieved in a part of a new road which has been laid down recently between Mortlake and Richmond. Here there is a section of the road separated for up and down traffic and divided in the middle by a kerbed path.

Crowding up into a third line should be regarded as a distinctly dangerous practice and a form of selfish discourtesy to be punished severely. A relatively narrow road like the Kingston by-pass is rendered a positive nightmare by it.

GERMANY WINS IRISH GRAND PRIX.

A German Mercedes car, driven by Herr Rudolph Caracciola, won the senior race for big cars in the Irish Grand Prix in Phoenix Park last month.

Caracciola travelled the 300 miles of the 4½ miles course in 3 hr. 28 min. 24 sec. at an average speed of 55.88 m.p.h.; Campari, driving an Italian Alfa Romeo, was second with an average speed of 78 m.p.h.; and Earl Howe (German Mercedes) third, with Capt. H. R. S. Birkin (Bentley) fourth, and Capt. Malcolm Campbell (German Mercedes) fifth.

"Graf Von Howe."

While the win of Caracciola was popular with all Irishmen and British visitors alike, as he was a German driving a national German car, a section of British visitors unmistakably displayed their feelings about Campbell and Howe.

As Earl Howe came into his pit there came a shout from the grandstand of "Graf von Howe!"

Heroic Driver.

A hero of the race was the British driver of the British Bentley, Capt. H. R. S. Birkin. In the first two laps two Bentleys had minor troubles, and Birkin had to play a lone hand against the three Mercedes. Owing to trouble with his oil supply he came in four times. Caracciola thus got an unobtainable lead, though Birkin drove like one possessed.

Twenty miles or less from the end began the harlequinade in the No. 2 Mercedes' pit directing Earl Howe which maddened a section of British motorists. A man in the pit wearing a red jersey began to push out from the pit huge placard messages to Earl Howe, such as "You are third," "Go out for it," and "Thumbs up." When Howe managed to average 87 m.p.h. this red figure began jumping in ecstasy in full view of Birkin, who was a few yards away looking disconsolately at an oil pipe.

Good British Performance.

The finest performance of any car in the race was that of the trio of London-made cars, the Bentleys, two driven by amateurs, and one by a professional. They started to finish without a stop of any kind at an average speed of approximately 72 m.p.h. They frequently were travelling at 95 m.p.h. in beautiful silence, against the roar and whine of the Mercedes. Further, they were all standard stock cars.

A MOTOR-CAR THAT FLOATS.

STRANGE STORY FROM SCOTLAND.

The occupants of over a dozen motor-cars waiting to cross the ferry at Old Kilpatrick, near Glasgow, were recently astonished to see a queer looking vehicle push past them, enter the water and proceed to cross the Clyde and climb out on the opposite bank under its own power.

According to *The Motor Boat*, the inventor of this new type of hydro-car, as it is known, has kept before him the principle that it should be primarily a car and carrying out every function of which a car should be capable, at the same time being able, when required, to take the water for such purposes as crossing rivers, lakes, etc. By its use many miles of road travelling should be saved and in the areas of Scotland, where there are many lochs, this should be a boon to motorists.

The length of the body or hull is 10 ft. and the beam 3 ft. 8 ins., the total weight of the whole outfit being about 15 cwt. The engine fitted is of a lower power than it is possible to install, but with it the maximum land speed is 35 m.p.h. and the water speed 5 m.p.h. When driven on land the propeller is out of action and the change over is performed in the usual way by two dog clutches.

Front-wheel drive combined with steering is employed, and the same wheels guide, when in the water, so that there is no necessity for additional stern rudders.

No details of the construction have yet been divulged, but the hydro-car is stated to be in no respect an experimental one, and it would appear that such a unit could be put to good use in many places abroad.

PILLION RIDING AND INSURANCE.

Before a comprehensive insurance policy for a solo motorcycle which is to be used either regularly or occasionally for carrying a pillion rider can be obtained an additional 50 cent. on the normal solo premium has to be paid. The inference which is to be drawn from this is that when a solo machine is carrying a pillion rider it is more likely to have an accident than when the carrier is unoccupied.

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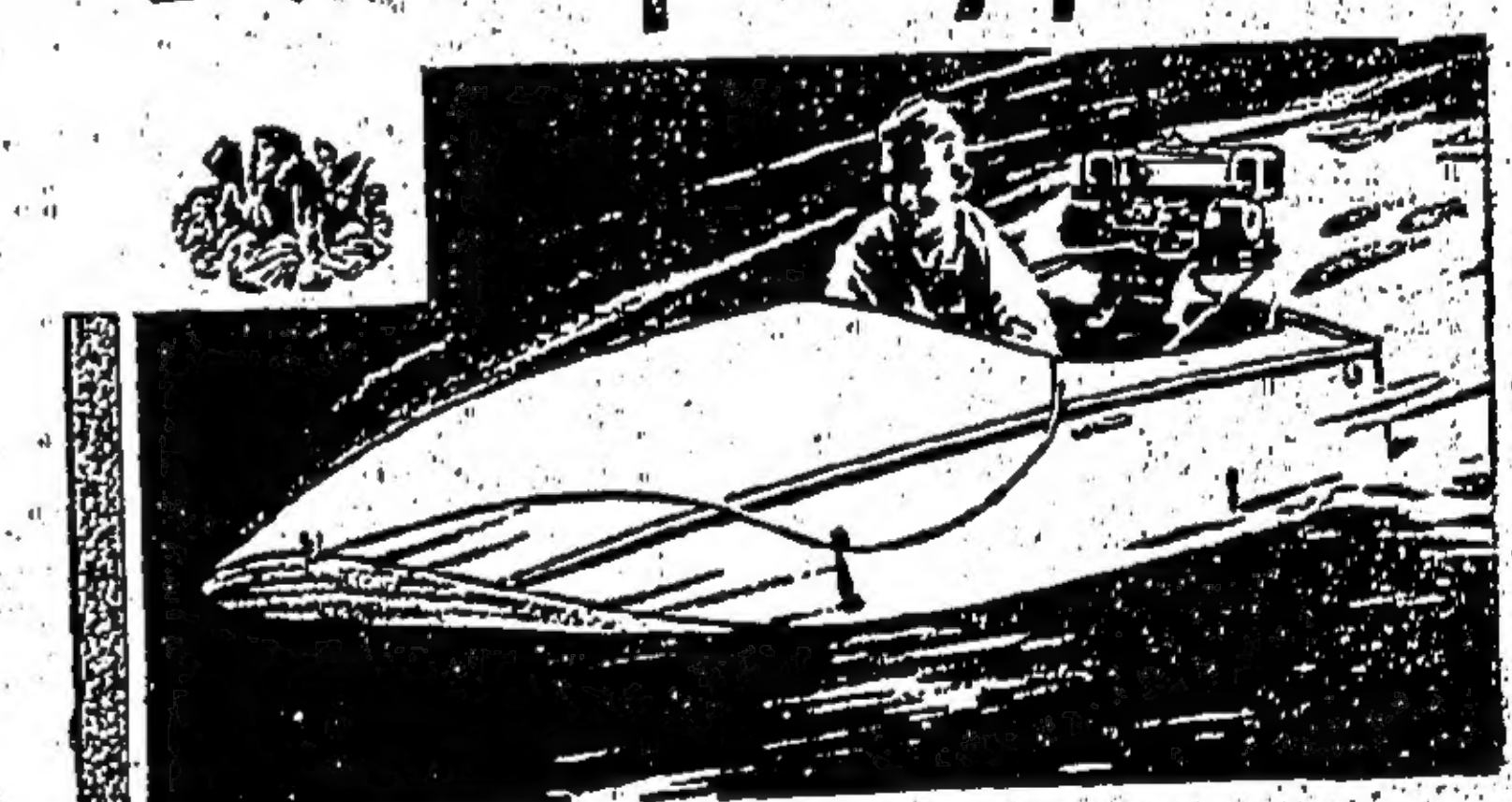
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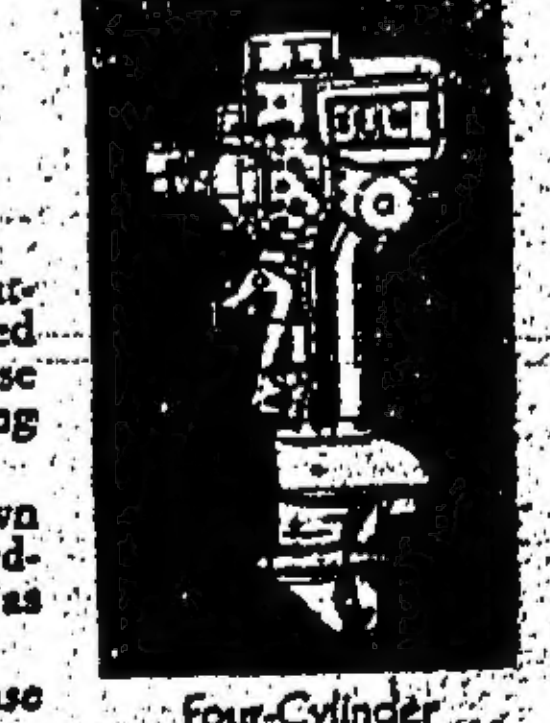
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MOTOR-ASSISTED
BICYCLES.

A GERMAN IDEA.

That the safest motor-drivers on our roads to-day are those who have graduated through the stages of cycling, motorcycling and motor-cycling, is not denied. In this sequence, the very small motorcycle holds an important place as the connecting link, so to speak, between the pedal cycle and the motorcycle proper. Yet in England small motorcycles do not enjoy nearly so much popularity as they do on the Continent. *Motor Cycling* deals with this question in the current issue.

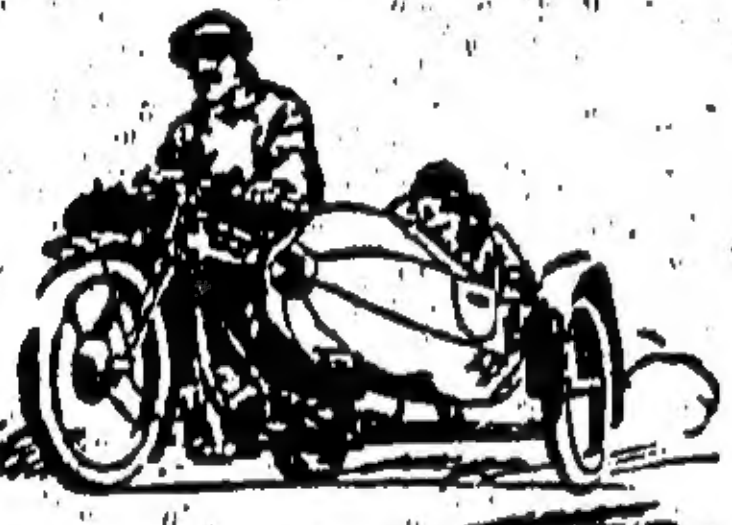
"It is reported that in Germany the sales of very small machines, of a type capable of being described as motor-assisted bicycles, have reached something of the order of 100,000 per annum," *Motor Cycling* says.

"This great popularity of a mount which, in this country, is substantially defunct, is beyond question very largely due to the fact that in Germany it may be operated tax free and without the obligation to carry number-plates. German owners of diminutive machines are in the same position as cyclists, having no needless restrictions with which to comply and no harassing regulations to observe.

"It seems that it is too much to hope for such a happy state of affairs ever to come about in Great Britain, but for a long time now *Motor Cycling* has had perpetual before it the case of the man who rides a bicycle to work and who would be a healthier, happier and more contented person if he rode a motorcycle instead. Not inconceivably the type of machine which is proving so popular amongst the artisans of Germany would be the type which would appeal to him, if not permanently, at any rate as a stepping stone to owning a pukka motorcycle."

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"UNAPPROACHABLE"

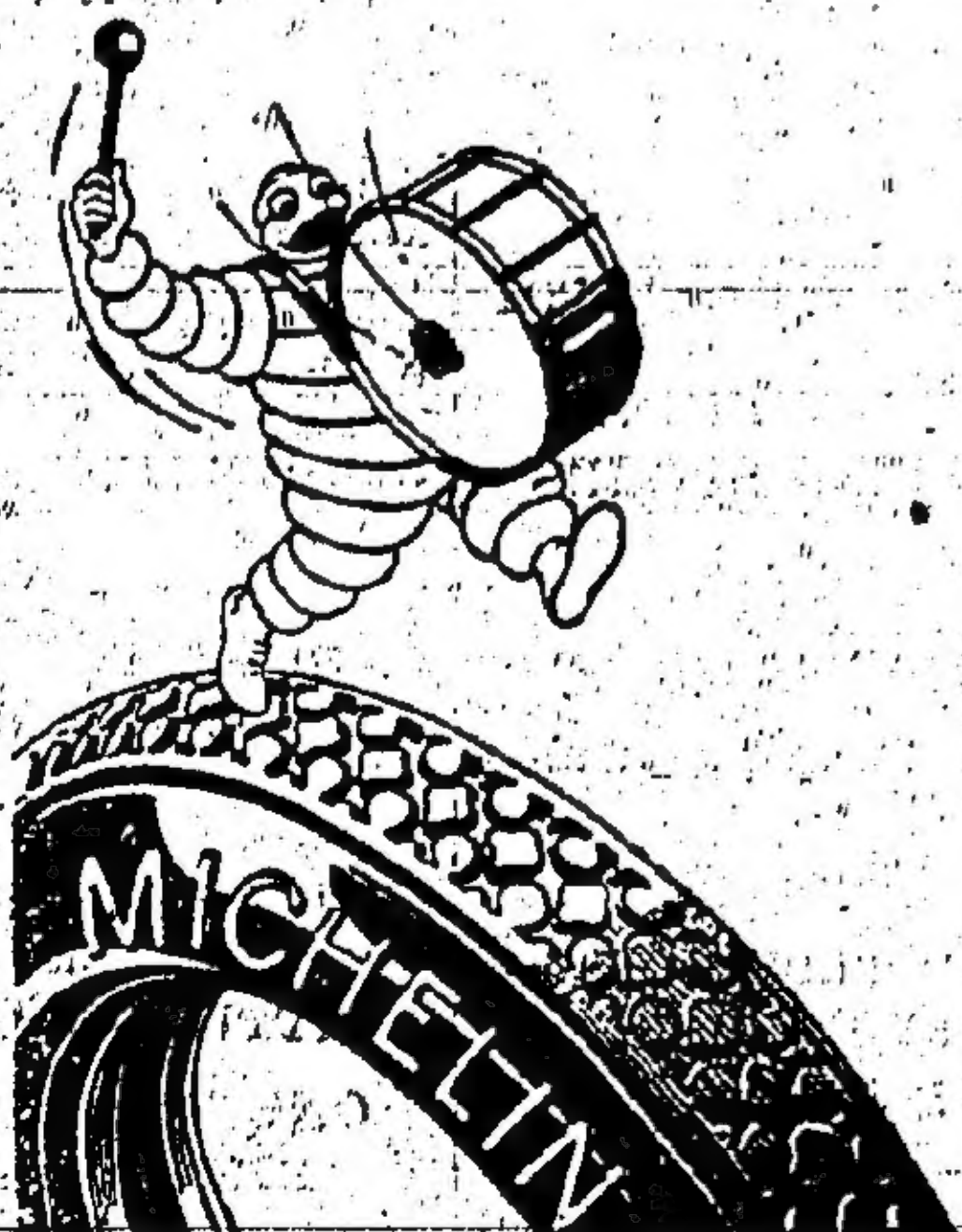
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MOTOR NOTES

CURE FOR MOTOR
ACCIDENTS.

NEED FOR COURTESY.

Our observations during the many hours which we spend on the highways and byways force us, says *The Commercial Motor*, to the conclusion that a great proportion of the accidents is avoidable. To many drivers, both of commercial and private vehicles, road travel has become a race against time, and whereas formerly it was possible even for the man at the wheel to admire the beauty of the countryside through which the vehicle passed, it has now become mainly a question of arriving at a destination in the shortest possible time. Speed alone is not, however, the great danger.

It is obvious that speed must be employed to overcome congestion; there must be a steady flow of traffic and any artificial restriction would serve merely to complicate matters still further. It is in other directions that improvements could well be effected, and *The Commercial Motor* would welcome some return of the old spirit of road camaraderie; often a little more thought for others would save much less in life and property.

Police Signals.

One of the worst features noted is the reluctance to acknowledge and obey signals other than those made by the police. Time after time we have seen a worried driver endeavouring to cross a busy thoroughfare, and beyond hooting violently as they swerve out to pass him, neither stream of traffic will slow down until absolutely forced to do so.

There is another phase in this matter of signalling: far too many drivers have adopted the bad habit, or have never learnt better, of manoeuvring their vehicles, and signalling simultaneously, thus giving no time for overtaking or approaching drivers to respond.

Then there is the annoyance which is frequently displayed by drivers of slow-moving vehicles when they are passed by those who wish to travel faster. This annoyance is frequently shown by foolish and dangerous actions.

HINT FOR MOTORING
COMFORT.

How many drivers, I wonder, are aware of the fact that slightly excessive leg reach is fatal to comfortable and easy handling of a car? asks "Focus" in *The Light Car and Cyclecar*. The usual system for a driver to adopt when he is adjusting the driving seat is so to place it that, with his leg fully extended, he can comfortably depress the control pedals. Frequently, however, this means that he is too far away from the screen and the steering wheel. The effect of moving the seat forward about 1½ ins. makes a big difference. The controls come very easily to hand, the range of vision between the screen pillars is increased, and one has the sensation of being able more accurately to control the car as a whole. It is an experiment which takes only a few moments, and I strongly advise motorists to try it unless they have already tumbled to the fact themselves.

BRITISH CYCLES
BEST.

THANKS TO THE T.T.

British motorcycles were first second and third in the 500 c.c., 350 c.c. and 250 c.c. classes in the Motor-cycle Grand Prix of Europe, an international event of importance second only to the Tourist Trophy races, which was staged last Sunday at Spa-Francorchamps in Belgium. Although the British representatives had to compete against the cream of the Continental speedmen, British supremacy in the three classes mentioned was never seriously challenged.

In the 175 c.c. class, however, it was a different story, for the category was won by a German machine, with a British machine second. Commenting upon this, *Motor Cycling* says:

"That the races held last Sunday should have enhanced once again the prestige of the British motorcycle is, naturally, a matter for congratulation on our part, and the fact provides additional evidence (if any were needed) that the T.T. is fulfilling its primary purpose of producing machines—and men—that will win wherever they compete against the best that the rest of the world can produce. It is a highly significant fact that the only class in the European Grand Prix to fall to the rider of a foreign machine was that restricted to 175 c.c. engines—and that, of course, is the only category for which the Isle of Man meeting does not cater."

30 M.P.H. TOO SLOW.

LOW SPEED LIMIT MAY
HAMPER PASSENGER
VEHICLES.

At present, long-distance haulage by road has a definite place in the national scheme of transport, and one of growing importance. On the goods side it is already well established and should continue to grow apace, if placed upon a properly organized basis and relieved of unwise and uneconomic internal competition. On the passenger side, however, the future is not quite so promising. If left to itself it might continue to grow in a manner satisfactory both to the operators and builders of vehicles, but it will shortly be subjected to the artificial restriction of a maximum speed limit of 30 m.p.h., and it remains to be seen whether long-distance services will then continue in the favour of the public or have to be seriously curtailed.

The Commercial Motor has been very emphatic in its condemnation of this low limit, but it naturally has the backing of the railways and those others whose interests lie in forcing the public to travel by rail. It has been definitely stated by those running road services that they would have preferred the old, elastic 20 m.p.h. to a 30 m.p.h. limit, which, it seems probable, will be rigidly enforced when the Road Traffic Bill becomes law. A maximum of 30 m.p.h. represents an average of but little more than 20 m.p.h., and this means a serious limitation of the mileage which can be covered in a reasonable time.

We can all sympathize with the railways in their difficulties, but many believe that it will be little less than a calamity for the rival service to be legislated out of existence.

It cannot be hoped at this stage in the progress of the Road Traffic Bill to do anything further towards a modification of the suggested limit, but all operators of long-distance services would be well advised to get together so that they can present a united front.

MOTOR RACING IN
HONG KONG.

For dangerous driving at Wong Nei Chung Gap on August 8, two Chinese chauffeurs were fined \$50 and \$75, respectively, by Mr. R. E. Lindsell.

Mr. C. E. L. Crist, who brought the matter to the notice of the police, stated that on the evening in question he was driving behind the cars driven by the defendants. On approaching a bend the front car pulled out and the second car drew abreast. Both then raced along the road.

In imposing the fines, Mr. Lindsell warned the defendants that if they should be brought up again for a similar offence, their licences would be suspended.

MOTOR SPIRIT FROM
COAL TAR.LORD BROTHERTON'S
PROPHECY.

The possibility of an enormous home market for motor spirit derived from coal-tar, was referred to by Lord Brotherton, of Wakefield, in delivering the Messel Lecture before the Society of Chemical Industry at the Midland Institute, Birmingham last month.

For his services to the chemical industry, with which he has been associated for 50 years, Lord Brotherton was presented with the Messel Medal, a distinction held previously by the late Lord Leverhulme and the late Lord Balfour, among others. Among recent developments in the chemical industry, he said in his lecture nothing appeared to him more important than the production of nitrogenous fertilisers and their distribution over the whole world for increasing the productivity of the soil.

Enormous Home Market Open.

Lord Brotherton, who recently gave £100,000 for a new library and £20,000 for a Chair of Bacteriology at Leeds University, said he felt certain that the Universities had a great destiny, and that under wise guidance they would realise their responsibilities to industry.

Referring to the tar industry, he said that the position had to be faced that production was increasing so rapidly as to exceed demand. "It is, however, equally true," he added, "that, so far as coal-tar can be made to yield motor-spirit, a home market of enormous extent is open to it, and that the systematic study of the chemical and thermal treatment of coal-tar—the bleedings of its fractions and the modifications of its properties to serve many purposes—is only in its infancy.

"It is hardly to be believed that a properly treated coal-tar cannot be made equal, or even superior to, any other available material for the binding of roads, and that the liquid fuel which coal-tar provides, cannot be made to compete with that from other sources."

Dr. Levinstein, presenting the medal to Lord Brotherton, said that from small beginnings, enterprise, courage, great industry, and the force of his personality, he had built up one of the most successful chemical industries in the country."

MOTORING AT HOME.

FEWER NEW CARS
LICENSED.

The official returns of new licensed in April have just been issued, says *The Light Car and Cyclecar*, and, like the March figures, show a decline. They show that 18,988 new cars were licensed in April, 1929, whereas for April, 1930, the number was only 1,339—again a falling off instead of the healthy advance which, until a year or two ago, gladdened the heart of the Chancellor of the Exchequer. Obviously, the goose which has laid such a plentiful supply of golden eggs for the national exchequer has passed the zenith of its career, and is, to continue the poultry analogy, going out of profit. There seems every reason to believe that when the year comes to an end, instead of the amount raised by the horsepower tax showing a substantial increase on the previous year, as has been so consistently the case in the past, it may show a notable falling off.

As in March, no check was placed upon the all-conquering popularity of the light car. In April, 1929, 8,735 new cars of 11 h.p. and under came on to the roads; whilst this year the figure was 6,142. Either hard-up owners of larger cars, recognizing the very substantial saving they can effect, are buying smaller models, or the light car is continuing its invulnerable recruiting campaign on behalf of motoring as a whole.

MOTOR-CYCLES MORE
POPULAR.

Four hundred and ninety-eight thousand five hundred and seventy motor-cycles were made in different parts of the world in 1929, says *Motor Cycling*. The figure exceeds that of 1928 by 25 per cent. Great Britain produces about one-third of the world's total.

THE WORLD AT ITS WORST—SHOE STRINGS

By GLUYAS WILLIAMS



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6-21

ABOLITION OF SPEED
LIMIT.MINISTER'S WARNING TO
MOTORISTS.

Mr. Herbert Morrison, the Minister of Transport, speaking at Woolwich Cooperators' Day Festival at Abbey Wood last month, said that the purpose of the Road Traffic Bill was to bring order out of chaos and to achieve efficient, economic reconstruction of the great road transport industry. The abolition of the speed limit for light cars, he said, was really a statutory recognition of some-

thing that had already happened. Under the Bill severe penalties were imposed upon dangerous and reckless drivers, who were a curse to everybody. Let no motorist think that the abolition of the speed limit gave him greater facilities to play the fool.

In the new conditions drivers would have to rise to a higher standard of responsibility if they were to avoid a very rough time at the hands of the law. The reduction of licensing authorities for public service vehicles from 1,300 to twelve constituted a revolutionary change in the organisation of road passenger transport, having regard to the extensive powers for

securing co-ordination and safety conferred upon the Minister and the twelve Traffic Commissions.

Waste would be eliminated, a steady improvement in the comfort and safety of vehicles secured, regular, co-ordinated services achieved, and a proper provision for reasonable fares. For the first time grants would be made from the Road Fund towards the cost, equipment, and maintenance of motor-cycles and cars for a mobile police force, and, so far as he was concerned, he was determined to do all in his power to secure the observance of road sense and road courtesy on the part of all, whether drivers or pedestrians.

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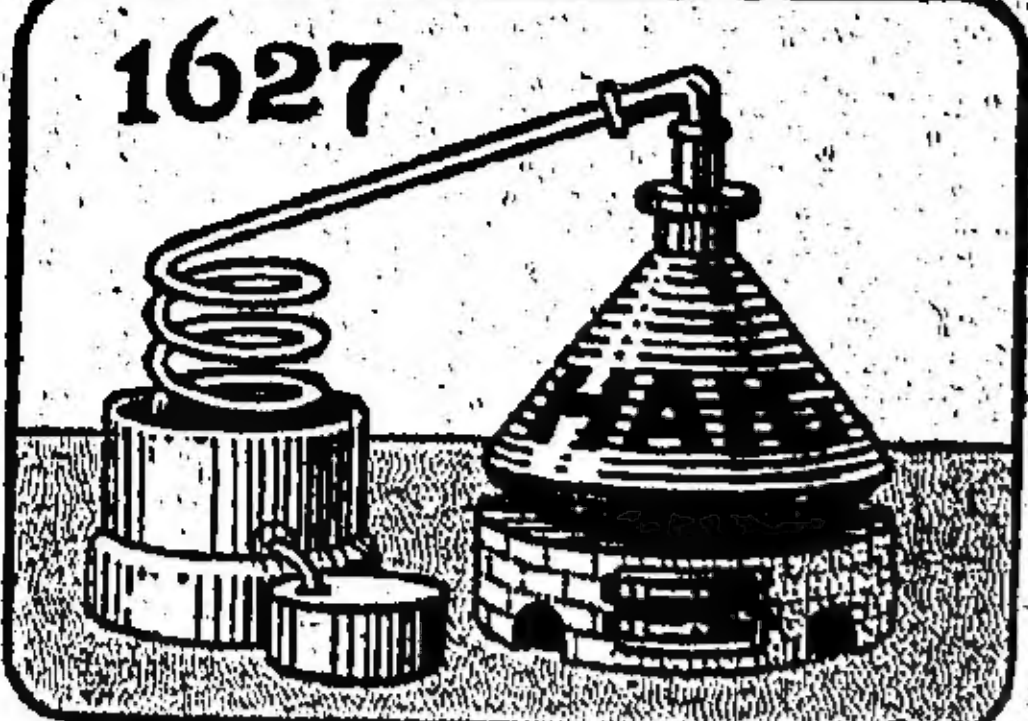
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TRANS-PACIFIC NON-STOP FLIGHT.

FROM YOKOHAMA TO TACOMA.

DARING FLYER CONFIDENT OF SUCCESS.

Further details are now available by mail from Japan of the proposed flight from that country back to the Pacific Coast. It is interesting to note that Mr. Gatty has a sister living in Hong Kong. The latest news regarding the aviators' plans will be found below.

Lieutenant Harold Bromley, with his co-pilot Harold Gatty, and their trans-Pacific plane the City of Tacoma arrived at Yokohama last week with a view of flying across the Pacific.

Meeting the advance of the Pressmen with a carefree American "hello" and handshake, the American birdman remarked to the *Nichi Nichi* reporter:—

"My trans-Pacific hop scheme dates back three years, and has invariably been backed by Mr. John Dufferin, senior member of the Tacoma Chamber of Commerce. As you undoubtedly recall, when I smashed my first machine to pieces after the wheels were busted on the Tacoma runway on July 29, last year it was hard work to hold back my tears.

"This plane of mine I carried with me on this trip, flew about 3,000 miles at an altitude of 2,400 feet above Mono Lake, California, about a couple of months ago, and I am confident she will stand the test this time.

Built by Emsco Co.

"She was built by the Emsco Aircraft Company at Downey near Los Angeles. It is 40 feet long, with the maximum wing span of 60 feet, equipped with 430 h.p. Emsco-Wasp motor, and designed to carry 1,000 gallons of gasoline and 50 gallons of lubricating oil.

"I intend to pilot her between myself and Harold Gatty. The plane, with full load weighs about 5 tons. Figuring her hourly gasoline consumption at something like 50 gallons, at which she can make 100 miles an hour, she can stay aloft for 50 consecutive hours.

Tail Wind Will Help.

"Since Tacoma is 4,336 miles, I don't see why I can't make a go of it. Besides there is the tail wind that can be depended on to come to our aid, in which event we can fly from 600 to 1,000 additional miles.

"The course! Why, it is my intention to take what is known as the Great Circle, that is passing over Uruup in the Chishima group, we intend to hop over the Aleutians, thence to Dutch Harbour, over the Juan de Fuca Strait via Vancouver Island and Cape Flattery, until Tacoma is reached."

The plane, City of Tacoma, was taken to the Tachikawa airport, 20 miles north-east of Tokyo, from which the Lieutenant expects to take off for his proposed trans-Pacific flight.

Lieutenant Bromley had intended at first to commence his big flight from Kizukawa airport, Osaka, and had accordingly consigned his plane to Kobe as the destination, but because of the enormous size of the plane, he decided at the last moment to fly from Tachikawa instead of from Kizukawa, upon expert advice.

The Lieutenant who apparently forgot to carry his passport with him, had much difficulty in getting permission to land, but the authorities, in consideration of the mitigating circumstances, allowed him to land at noon, and half an hour later the Lieutenant found himself in the Imperial Hotel, Tokyo.

Hopes to Leave Soon.

"I would like to take off from Tachikawa within 10 days from now if possible," said the Lieutenant, "but don't forget the air currents over here will be favourable up to the middle of September.

"Although my plane requires about one mile's 'taxing,' I have Colonel Goebel's word that Tachikawa would be able to take care of my plane in fine shape. I understand that the Japanese authorities are inclined to be sceptical over my attempt, but I have no doubt that I can convince them.

"In fact I wirelessly to the Tacoma Chamber of Commerce, while aboard the boat last night, asking the Chamber to induce Secretary of State Stimson into exercising his good offices in this matter, and I am confident whatever difference there may be can be ironed out smoothly.

The radio apparatus in my plane has a communicative radius of 1,000 miles in daytime and 2,500 miles at night. In addition, I carry with me an altitude meter invented by Lieutenant Kokura of the Japanese Navy.

Tachikawa Officers Sceptical. Officials of the Tachikawa airport, although they are inclined to doubt the feasibility of the City of Tacoma's taking off from that field, are none the less holding out the hope that the Lieutenant may have some unsuspected skill to reveal.

The maximum length of runway obtainable at Tachikawa is said to be about 1,200 feet. This, together with the fact that these days wind velocity seldom exceeds 10 metres, is expected to make it extremely difficult for him to take off.

Written Request Filed.

Lieutenant Bromley later filed a written request with a few conditions with the Communications Office for his proposed flight across the Pacific.

The outline of the American aviator's plan is to fly the reverse order of his tentative course for the America-Japan flight which he planned at first, that is, leaving Tachikawa, or possibly Kasumigaseki, then to pass over Kitakami, Kinkazan, Miyako, Erimozaki point, Ochiishi, Chishima islands and Aleutian groups.

The plan further explains that the plane will have a load of gasoline amounting to 1,100 gallons, besides 50 gallons of lubricating oil. The runway will be from 1,500 to 1,600 metres. The surface of the flying field for the take-off will need no pavement, but will have to be solidified and made smooth. The plane will fly from Yokohama to Tachikawa and, in case the field is found unsuitable for the take-off, the plane will then fly to Kasumigaseki, concludes Lieutenant Bromley's request.

Selection Up to Bromley.

It is expected that the Aviation Headquarters will permit the flight after obtaining understanding of the Communications Office. The Aviation Headquarters will not object whether the American birdman chooses Tachikawa or Kasumigaseki for the departure, but will first let Lieutenant Bromley select either one of the two airports and then fly to the selected field.

Lieutenant Bromley afterwards visited the Communications Office accompanied by the American Chargé d'Affaires Edwin L. Neville to get the understanding of the office concerning the flight.

Mr. Gatty, who will pilot the City of Tacoma with Lieutenant Bromley, made his appearance at the Naval Hydrographic Department at Tsukiji. He was interviewed by Dr. Ogura, from whom he got various suggestions and some advice as to the atmospheric conditions and other matters of the Pacific which have closest relation with the proposed flight.

DEATH OF MALAYAN CIVIL SERVANT.

MR. H. C. BATHURST.

After an illness of about twelve days the death took place on August 12 at his residence, Federal Hill, Penang of the Hon. Mr. H. C. Bathurst, Acting Controller of Labour and Chairman of the Central Health Board. The news of his death came as a great shock to all communities as his illness was not understood to be of a serious nature.

TO-DAY & TO-MORROW

At 2.30, 5.30, 7.20 & 9.20 p.m.

By Popular Request

"THE LEGION OF THE CONDEMNED"

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FAY WRAY
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A thrilling daring drama of the air with the appeal of "Beau Geste" and "Wings" combined. Featuring the screen's Glorious Young Lovers.

AT THE

MAJESTIC

Nathan Road, Kowloon.

UNNECESSARILY SEVERE BEATING.

PROSECUTION BY S.C.A.

The inflicting of unnecessarily severe chastisement with a piece of firewood on her daughter was the cause of a Chinese woman appearing before Mr. Whyte-Smith at Kowloon Magistracy yesterday, when she was charged with beating an 11-year old girl. After hearing evidence, the Magistrate was about to pass sentence on the woman, but out of consideration for the future welfare of the small girl, he adjourned the case for 48 hours for further consideration by the prosecuting officer.

Defendant admitted the charge, but submitted that the girl was her daughter and that she had chastised her for disobedience.

Inspector J. Murphy, of the S.C.A., appeared for the prosecution.

The medical certificate regarding the girl's injuries was read out, and these, it was stated, were caused by being struck with pieces of firewood.

Magistrate: She is entitled to beat her daughter, but apparently she had used an unreasonable amount of force.

His Worship further said that if he accepted the defendant's plea, he could convict her of common assault. If the S.C.A. wished a heavy penalty to be imposed they would have to give evidence against the mother.

Inspector Murphy replied that that would not be to the girl's interest, as the S.C.A. had no power to take the girl from her mother. He would only ask for a small fine which could be paid by the mother.

His Worship adjourned the case for 48 hours and advised Inspector Murphy to consult the S.C.A. particularly with regard to what will happen to the girl after the case. If there were an assurance that the girl would receive better treatment in future, his Worship would have no objection in inflicting a light fine.

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THE ACE OF CADS
WITH ALICE JOYCE
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"WAY OF GOLD"

A CHINESE PICTURE
WITH ENGLISH TITLES

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TO LET From 1st AUGUST, 1930, SECOND FLOOR, No. 3, CAMBAY BUILDINGS (No. 303 Nathan Road), Kowloon. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FAIRVIEW BANK BUILDING. [9599]

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THE "STORANCO" SPORTS SHIRT.

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Stocked in White Poplin and Cream Cotton Taffeta. \$7.50, \$9.50 each—less 10% discount for Cash.

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The added vitamin D (Ostelin) in
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makes certain of
firm flesh, strong bones, sound teeth



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A Hygienic and Refreshing Perfume in great
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HUNDREDS OF OTHER BARGAINS
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SOME METRICAL MUSINGS.

(By "PERIPATETIC")

This world, we're told, is full of fools and, roughly, every minute Another one is born to swell the crowd already in. Some may escape the cap and bells, through force of circumstance. But as a rule the fate of most rests in the lap of chance. While some are chosen by the Gods to be the working tools, That shape the lives and fortunes of some other little fools.

The bells rang merrily one day at Slocombe-in-the-Wold, To celebrate the tidings that the vicar's little fold Had just increased its flock by two (both boys and doing well). Right lustily (with beer in view) each ringer rang his bell. The vicar, who could really see no cause for jubilation, Accepted both his "gifts" with truly Christian resignation.

And in the fold we leave the twain until they reach the age When we can send them strutting to the centre of the stage.

The elder one inclined towards the glamour of the city, And bravely faced the wolves that neither give nor ask for pity. In the fight to follow he resolved that he would not be beaten. But stick his nose well in the trough—to eat, and not be eaten. This fortune's fool became the tool to ease the longer purses. Nor sneezed he at the short ones (heeded not the widow's curses). A rigger of the markets, he gave large sums to charity. And his tales of undiscovered mines were perfect gems of clarity. A palatial country mansion (vide agent) came his way; The sun was shining brightly, and he made a lot of hay.

He spent his money royally; a cottage down at Brighton Was off the scene of what we'd really better throw no light on. In a bungalow up-river where the chorus "did its stuff," Our fully-fledged young hero was the last to cry "enough." Where bacchanalian revels on a moonlit velvet lawn, Would scandalise the neighbouring week-enders till the dawn. Accepted by society (he'd such a lot to burn!) But older men, and wiser, waited for the tide to turn. He weathered many storms upon Finance's risky sea, And recked not of the reckoning that waits for such as he. 'Till Nemesis decided (quite in keeping with her sex). One day in June she'd engineer a few financial wrecks. Then suddenly produced a hitherto uncharted rock, Which landed him with others in the shelter of the dock.

So disappears our meteoric hero from the scene. He may be seen again, some day—a star upon the screen. Comes Percy, twin the younger, darling of his mother's heart, To take the stage; let's see how he will play his humble part. Quite early he evinced decided leanings to the cloth, But knowledge of theology (much to his tutor's wrath) Was not his strongest suit, and so a flinty-hearted Pro. Dispersed his hope of gaiters, and poor Percy had to go.

But still he'd lots of knowledge of the things that really matter; He patronised invariably the most exclusive hatter. Immaculately clothed in garments built in Savile Row, (A fellow garbed in "reach me down" he simply didn't know!) His boots were never patched or soled, his hosiery *recherche*. In short he was a veritable Brummel of a Percy. He followed all the ritual Society demanded, At tea the choicest cakes to all the dowagers he handed. He never even glanced at girls without an introduction. And mamma never had the slightest qualms about abduction. He didn't smoke or gamble, was the essence of sobriety, In short, he was in every way a model of propriety.

"His papa said one morning—"You'll excuse me if I mention It's time that your career received a little more attention." The Church would have him not, the law he thought was much too fagging.

Although he didn't want his folks to think that he was bragging. He felt that certain places in the Empire needed propping. His mother wept; his father hoped; his sisters said—"How topping!"

But much to everyone's surprise (his mamma said 'twould kill her) Our Percy was gazetted as a budding little "pillar." Fond mother gave him much advice and wept upon his neck, And squeezed into his willing hand a surreptitious cheque. She begged that he would always change his clothes when they were damp.

His father said—"My son, beware of women—those that vamp."

And so he sailed away upon a P. & O. (first-class) To a place that's not a thousand miles away from Lyceum Pass. He dreamed, en route, of carpets red laid down for his reception; He little knew how far he'd plumb the depths of self-deception! No welcoming ovation marked his (overdue) arrival. In point of fact he gathered he was something adjectival! (A tennis-party busted by his inconsideration) "An awful bore, this meeting coves who join the bally station!"

Undaunted yet, he gobbled up advice on things *de rigueur*. And dashed into the social whirl (!) with unabated vigour. His manner on the morning tram conformed in every way, To standards set by "livers" at the opening of the day. With face correctly elongated, bearing signs of grief, And shrinking from his neighbour (very possibly a thief!) With eyes, unseeing left or right, fixed in a rigid stare, He bore himself with credit in that human "frigidare."

The matutinal gin and giner had no subtle charm, He never touched a cocktail, and he viewed with great alarm The product of that gentleman who's always going strong, And "after dinner" stories Percy thought were very wrong. He didn't fear to hear the tales the sneering mountain moose Could tell about the exiles who go out upon the loose! (Walk warily, my paragon, you little guess the fall! Awaiting round the corner, Mistress Fate is due to call!)

It chanced the wind, in frolic mood, deposited one day At our young hero's feet a hat bedecked with ribbon gay. A hasty dash and lo! the prize was his, until a girl Appeared in chase, with one hand pressed upon a wayward curl And one outstretched to claim the errant hat; her eyes were brown, A dimpled smile, and sad to say, Dan Cupid had him down! A little gasp, then, modestly, the lady murmured—"Thanks!" Unblushingly he stated that they'd met at Mrs. Blank's. But simply couldn't, for the moment, recollect her name. And, nothing loth, the maiden played this very ancient game. (You know the rules that guide it, and they followed 'em from "go.") Her people were away up North for just a month or so.

Poor Percy went to bed that night his mind in wild confusion, Forgot to shave next morning, and didn't take his Kruschen. He dallied at the office with a most important file, For all that he could see inside was just his lady's smile! A hectic month to follow, and they went it good and strong. He cabled home for money (parents wondered what was wrong!) Then bought expensive presents (didn't know the genus "digger"). While cynical old sages watched the play with scarce a twigger. He begged that when her folks returned that she would be his bride. She knew the end was well in sight, and so the maid replied—"But that's a bargain two must make and, darling, here we strike it. I really must confess I think my husband wouldn't like it!"

That nobody could travel down the road to ruin faster.

L'ENVOI

Now who shall get upon the judgment-stool And say which was, of two, the greater fool?

(None of the persons or incidents described above are real, the characters and events being wholly imaginary.—Ed.)

THE CHINESE FLAG IN AUSTRALIA.

HOISTING BANNED AT DARWIN.

CONSUL-GENERAL'S PROTEST.

Mr. F. T. Sung Chinese Consul-General in Australia has sent a letter to the Prime Minister, Mr. Scullin, protesting strongly against the refusal of the Civil Administrator at Darwin to allow the Chinese residents to fly their national flag.

In his letter Mr. Sung states that he has received a report from the Chinese residents at Darwin to the effect that on May 30 last, when the Chinese national flag was hoisted at half mast in commemoration of the heroes who died in the cause of the national revolution, the Civil Administrator interfered, and ordered the flag to be hauled down.

"Only the Union Jack."

"This drastic measure was explained as justifiable," says Mr. Sung's letter to Mr. Scullin, "on the grounds that, no matter what memorial day it may be, the only flag that is allowed to be flown is the Union Jack. My nationals are incensed with the Civil Administrator's unfriendly action, particularly since such a practice is unheard of in any other country."

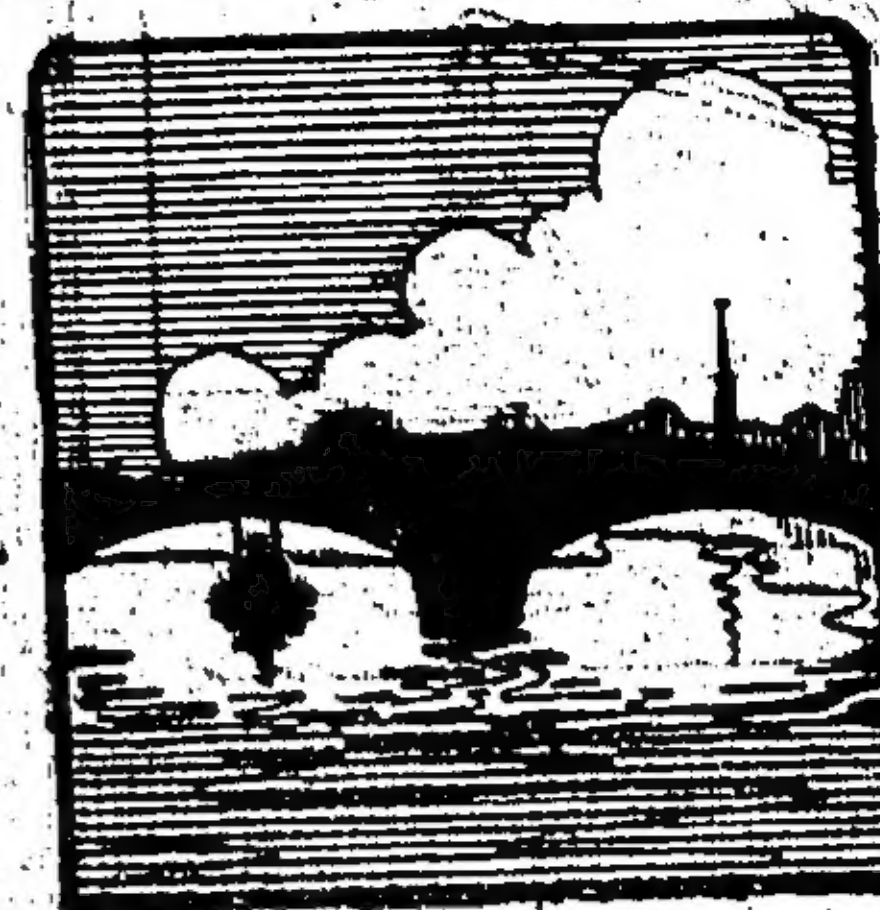
"The Chinese of Northern Australia are industrious and law-abiding people, and I feel that this action on the part of the Civil Administrator has unnecessarily and unwisely aroused their ill-feeling. On their behalf I wish to make a strong protest against this measure, and would respectfully request that no further interference of this kind be made with the Chinese."

Explaining the new flag of the Nationalist Government of China, a white sun in a blue sky in the corner and a red field, Mr. Sung said that, as in the French flag, the colours denoted red, liberty, blue, equality, and white, fraternity. In addition, the three colours also denoted the three principles of the people—nationalism, democracy, and livelihood.

The white sun in the corner denotes that the Chinese Nationalist party is the centre of political thought, as the sun is the centre of the planetary system. The rays, 12 in number, are equal to the hours of the clock, and denote the eternity of the Chinese Nationalist party. The rays of the sun reaching all parts impartially signify liberty and equality.

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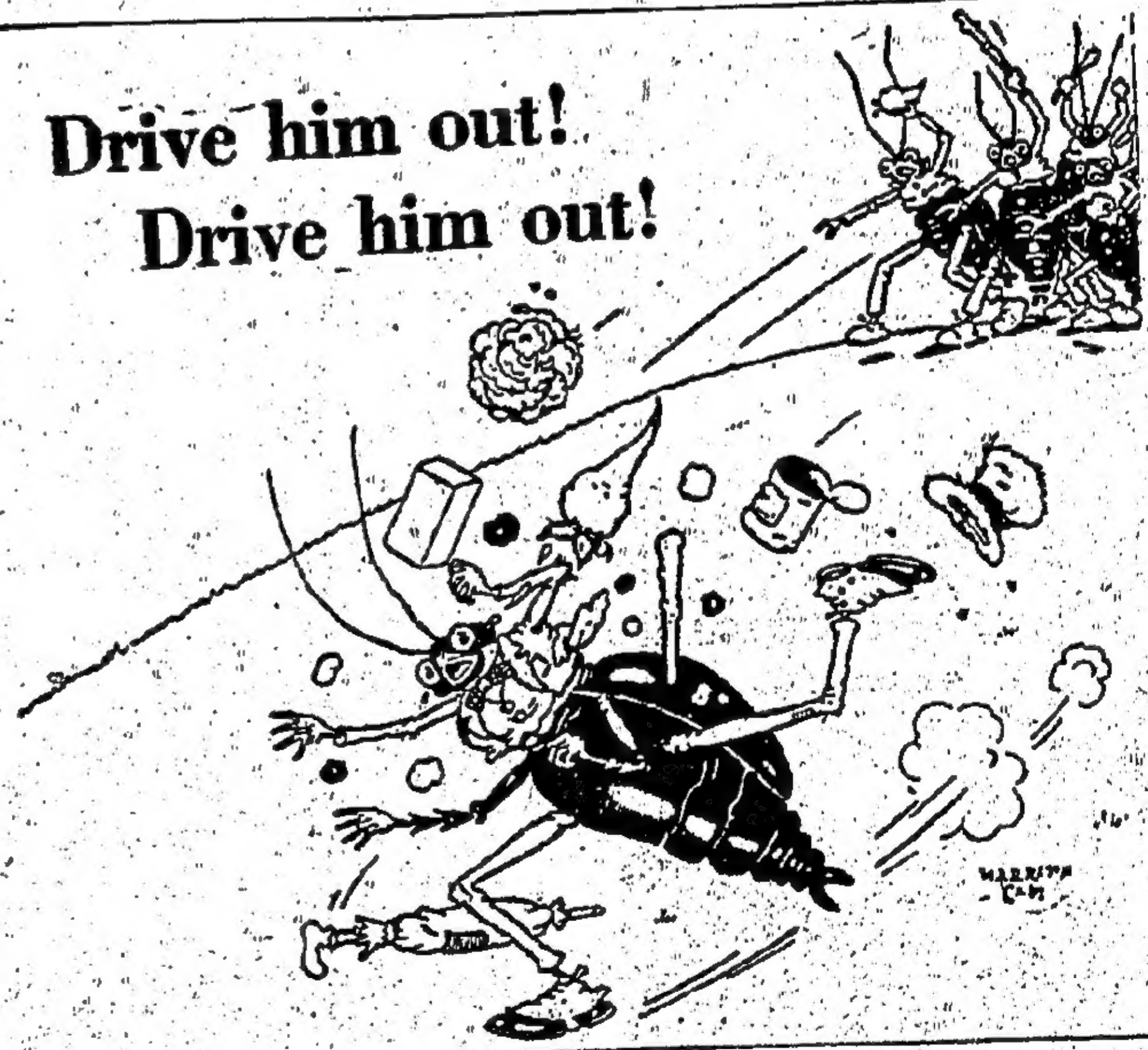
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Drive him out!



He'll exterminate us all! He stepped in

PETERMAN'S ROACH FOOD

FATAL TO COCKROACHES.

On Sale at All
Dispensaries & Stores.

RIGHT! He will exterminate them all!

Peterman's Roach Food exterminates every roach in your house.

It entices roaches from their hiding places. They carry it on their legs and bodies back to their nests. They wriggle over all the others there over their young and their eggs.

Every one dies and disintegrates. No odour. Nothing is left but a little dry dust.

Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs far behind the roaches on the floors.

Only the right powder can do that. Peterman's Roach Food is the right powder.

TONG KA WAN.

DEVELOPMENT SCHEME.
SHELVED INDEFINITELY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 19.

Owing to the enormous cost coupled with the strong objections from certain quarters, the development of Tong Ka Wan into a world port to be known as Chungshan Port, of which a great deal of publicity has been given in the Press, is to be indefinitely postponed. The lack of finance is largely responsible for putting off the work to some distant period yet to be announced. It is estimated that \$20,000,000 would be needed to build the necessary wharves, godowns, and to dredge the harbour deep enough to allow ocean liners to enter. Neither Canton nor Nanking is in a position to appropriate anywhere near this amount, owing to the civil war and its concomitant drain on the treasury. Both Nanking and Canton are at present floating huge domestic loans with which to strengthen the financial position of the respective Governments. Neither can at this time spare any money for such an ambitious undertaking which can be indefinitely put off without any appreciable ill-effect.

Aside from the financial question, there are serious objections from certain influential quarters to the development scheme. As far as the writer is aware, the Canton Government as a body is still in favour of the project, which has had the sanction of Nanking. It has at least expressed no official comment to the contrary. Its recent appropriation of \$30,000 for the opening ceremony, which money has been used up for the construction of highways leading to Tong Ka Wan, the erection of matchless and other expenses, shows that Canton was behind the undertaking. General Chen Ming Shu is reported to be still as heartily in support of the scheme as ever. But in spite of all this, objection has been raised from individual influential officials in Canton. They argue that it would be more feasible to develop Whampoa into a world port. It is right close to Canton, the centre of trade of South China, and a spot capable of being highly developed. Moreover, they said, Whampoa was selected for a world port by the late Dr. Sun Yat Sen, who, in his book entitled, "The International Development of China," had made valuable suggestions as to what should be done. Finally, the opening of Tong Ka Wan as a world port would mean a strong diversion of trade from Canton.

One member of the Provincial Government of Kwangtung is reported to have sent a lengthy petition to Nanking, urging "it to reconsider Whampoa."

Yet in spite of all this, plans for the development of Tong Ka Wan in accordance with the Nanking mandate appear to be still in progress. Thus the "Min Kuo Daily News," the official organ of the Canton Kuomintang, reports that a foreign engineer in Canton has just been engaged to draw up the necessary plans and make suggestions for developing the place.

SIR CECIL CLEMENTI.

SEES SEA-DYAK DANCING IN KUCHING.

When Sir Cecil and Lady Clementi, who are visiting British North Borneo and Sarawak, arrived in Kuching on August 4 they were met by the Chief Secretary and Treasurer, and, after inspecting a guard of honour, were taken to the Astana where they were met by H.E. the Tuan Muda.

In the late afternoon a drive round Kuching was arranged. A dinner was held at which heads of departments and prominent residents were present.

Another drive followed, during which the Sultan's Palace and the Kampong were visited.

The next day, after spending the night at the Astana, Sir Cecil and Lady Clementi were taken round the government offices, the docks, fire station, markets and schools.

After dinner a Sea-Dyak dancing performance was given.

CORRESPONDENCE.

[For obvious reasons, the identity of his correspondents must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith. Correspondents who do not give this information will not see their letters in print.—Ed.]

WHAT'S WRONG AT THE CATHEDRAL?

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I thank "John Blunt" for his letter, but I am afraid he has missed my point. He apparently does not get the significance of my *nom-de-plume*. He has a perfect right to his opinions, but nevertheless I do not agree in what he states regarding the return of the Bishop and Dean. A loyal Churchman, I cannot discuss these dignitaries.

Why bring another "junior cleric" into the question? Cannot this gentleman carry on until his "seniors" return? Do we go to any place of worship to see the padre or for the padre's sake?

I do not agree in what "John Blunt" says regarding hymns, chants and anthems. It does not matter a scrap whether an Anglican be High, Middle or Low Church. It is possible for any such person to enter any Church of England and follow the service. It ought to, at any rate.

I congratulate the Dean on the changes he has made in the Cathedral since his arrival, but I would say with A. C. Benson that "the best statesmanship in the world is not to break rudely with old traditions, but to cause the old to run smoothly into the new."

There is only one service at the Cathedral which I feel calls for comment, namely, the Holy Eucharist, irrespective whether it be plain or choral. To-day the spiritual value of orderliness and beauty in the presentation of worship has come to be appreciated to a greater extent than ever before by men and women of all schools of thought. I plead for a uniformity in ceremonial.

I believe that one of the main sources of objection to ceremonial in worship is due to the great variety that exists, which often makes the service fussy. At the same time I would say that there are certain ancient traditions which cannot be wisely ignored, though practical utility must always be allowed its say. There is, in many directions, too much of the temper of the drill-sergeant—the worst enemy of the good ceremonialist—for example, turning corners at right angles.

I, for one, prefer genuflection to bowing. I think the Incarnatus should be revered. Again, I think the sermon at the Holy Eucharist should be based on and be in keeping with the service. A few Sundays ago, we listened to a very able discourse on philosophy and on Plato, but what connection is there between Plato and this service?

Cannot we have the Choral Eucharist in this place "similar to that at Holy Trinity Cathedral, Shanghai, or that at St. Andrew's Cathedral, Singapore? Really, these places are a joy to attend, at least at this service. The service is one of thanksgiving, then singing, singing. Don't muffle your bells! I should also like to see the ladies in the choir in cap and surplice. Why not? Singapore follows this practice!

Matins and Evensong interest me very little in comparison with the Holy Eucharist, and I do not complain of the singing at all at these services. The organist certainly does his share. The responses of the congregation are absolutely nil.

I hope that the Dean will read my letters, and I am positive that if he acts on them, he will act wisely. I will gladly give a set of vestments for use at the Cathedral or at St. Peter's for use at Choral Eucharist if I am asked.—Yours, etc.,

—MIRFIELD.

HONG KONG, August 19.

CHRISTIAN SCIENCE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Whenever I observe any correspondence upon the subject of the above, I am reminded of my father's definition of it. He said: "It is neither Christian, nor is it Science."

I think these few succinct words describe it.—Yours, etc.,

CANTABRIGIENSIS.

CANTON, August 19.

SAW GHOSTS ON RADIATOR!

RECENT ACCIDENT AT DEEP WATER BAY.

CORONER'S INQUEST.

"A few minutes prior to the accident he told me that he saw two men standing on the radiator," said the driver of car No. 507 which was involved in a motor accident in Deep Water Bay on August 11, as a result of which two persons were killed.

At the time, a man surnamed Wong was driving the car. Together with a party of friends, this man hired the car at West Point at 2 a.m. Included in the party was a girl. Wong sat in the front seat with the chauffeur and told the latter to drive round the Colony.

When the car had reached Shaikwan at the point where the Island Road begins, Wong is said to have claimed to be a licensed driver and to have asked to be given the steering wheel. To this the driver consented.

Two Men on Radiator.

According to the evidence of the driver, Wong drove quite well until they reached Stanley. It was at this time that Wong said there were two men standing on the radiator.

The Coroner: What did you think he meant? Did you think it was a joke or what?

Witness: I thought it was a ghost.

The Coroner: You did not see anything?—No.

Continuing, witness said that he asked to be given back the control of the wheel but the man Wong replied: "I am a rich man and whatever risk I take is bigger than any risk you should take. You have nothing to fear."

At Deep Water Bay, said the witness, the car was travelling on the wrong side of the road, a fact which witness pointed out to the driver, who immediately took the car back to the left of the road. When it neared the bridge the car, for some unexplained reason swerved sharply to the right and crashed into the rails, plunging into the nullah below.

In answer to the Coroner, witness said that there was no question of the bursting of a front tyre. There also appeared to have been no obstruction on the road.

Causes of Deaths.

As a result of the crash, two persons were killed, and the result of Dr. A. V. Greaves' post mortem examination on the bodies was as follows:—

The first man died of asphyxia from drowning. His lungs were congested and his stomach was watery. The second man died of hemorrhage and shock, and in his case death must have been very rapid.

Sub-Inspector Saunders, who is inspector of vehicles, stated that the car had been tested a month previously and was in good order. He described the position in which the car was found, and added that although it was badly damaged, the chassis was almost intact.

A brother of the man Wong stated that the deceased had no occupation and was supported by his father. He had been driving before though witness could not say whether he had a licence. His brother did not drink or smoke opium and as far as he could say, suffered from no delusion of any kind.

The inquiry was adjourned.

RULE OF THE ROAD.

MOTOR BOAT COXSAIN FINED.

When Sergt. May gave evidence at the Marine Court yesterday in the case in which the coxsain of the motor-boat Sing Chau was summoned for failing to observe the rule of the road on the night of August 14, he said that on the night in question the police launch was proceeding from west to east when defendant's boat suddenly cut across his bows from south to north. He had the right of way but the coxsain ignored his one-blast signal, and if his launch had not stopped, there would probably have been an accident.

Defendant's record showed that he was previously convicted for failing to stop when called upon to do so by the police, and he was accordingly fined \$20 with the alternative of two weeks' hard labour.

KIDNAPPERS' DEN IN KOWLOON.

SIX MONTHS' GAOL FOR A CHINESE.

When a Chinese was charged before Mr. Whyte-Smith at Kowloon Magistracy yesterday with the kidnapping of a nine-year old child, Sergeant Meadows told his Worship that the house to which the child was taken, No. 263, Tai Nam Street, together with about ten other houses in that vicinity, were all being watched by the police. The inmates of some of these houses have been rather notorious lately and the Police had occasion to raid some flats time and again in connection with the trafficking in children.

In regard to the present case, Sergeant Meadows said that the complainant lived at 50, Lai-chikok Road, and the kidnapped child was his son. On the afternoon of August 1, the boy ran away after he had been chastised by his mother. He left the house at a late hour and did not return that night.

At about 2.15 a.m. the same night, a Chinese Police Sergeant-Major received information that certain persons were trying to kidnap a child in Tai Nam Street. In the course of investigation, the Sergeant-Major had two men pointed out to him as being connected with the affair. These two persons were questioned but denied that they were kidnappers. The actual person, they said, had gone to ten but would probably return half an hour later.

The two Chinese brought the Sergeant-Major outside No. 263, Tai Nam Street, and about half an hour later the defendant himself appeared. When questioned he at first pretended to know nothing of the affair, but finally admitted that he had taken the boy upstairs. The police officer sent for assistance from the Police Station. Officers visited the premises and the defendant, together with the boy, was taken to the Station.

Wong Hung, the kidnapped child, told his Worship that the accused met him in Tai Nam Street. The boy was sleeping on some stairs outside a shop. The defendant woke him up and offered him two cakes. Afterwards the accused frightened him and said "You'll never get away from me."

The defendant, who received six weeks' hard labour earlier this year for stealing, was convicted and sentenced to six months' hard labour and ordered to receive 12 strokes of the birch.

A QUESTION OF LINES.

MAGISTRATE AND THE PARKING PROBLEM.

At Central Magistracy yesterday, Mr. M. B. King was summoned for parking his car in a prohibited area on the Central Praya. After some discussion he was let off with a caution.

Regarding the question of parking space, the Magistrate (Mr. Lindell) asked just how much space there was. He remarked that on Monday he had occasion to park his car at a spot opposite the Post Office, being under the impression that he was on the right place, and yet when he returned later, he found that his car had been moved.

Inspector Alexander, who prosecuted, said there were white lines marking the parking spaces which again were divided into two areas, that is, eastern for G.P.O. vehicles and western for private cars. There were signs stuck up against the kerb outside the Post Office indicating this.

His Worship then remarked that these lines would not show the line of demarcation. "It was not reasonable to expect defendant to know with only these signs up."

In closing the case with a "caution" Mr. Lindell observed to Mr. F. X. d'Almada, jr., who represented the defendant—I gather you were pleading guilty.

Mr. d'Almada: Yes, your Worship. I was going to say that we did park there, but that we did not know.

His Worship: You were lucky that I had the very same difficulty yesterday.

JAPANESE CONSULATE BURGLAR.

A report made to the police by the Japanese Consul-General states that between 4 p.m. on Monday and 9 a.m. yesterday, some unknown person entered the Consulate in Prince's Building by means of a duplicate key.

The thief is said to have extracted \$180 from an attached case, which was kept in a locked cupboard.

INDIAN SERGEANT CHARGED.

ALLEGED TO HAVE ASKED FOR BRIBE.

An acting Police Sergeant, Ali Ahmed, was charged before Mr. R. E. Lindell yesterday with extorting a bribe of \$1.60 from an unlicensed hawk in the West Point district. His case was remanded until Saturday at 11 a.m.

Arising out of the alleged acceptance of the bribe, Inspector McWalter put in a charge of misconduct, but this was ruled as being superfluous by the Bench.

An unlicensed hawk stated that he had held his pitch for more than a year at Centre Street and had on two occasions been arrested; being once brought before the Court.

He alleged that he first came into contact with the accused at the end of last year, when the latter was making the round of the various stalls and inspecting licences. He had then demanded a consideration for not arresting defendant, who was without a licence.

The first actual payment was made in the fifth month, and defendant in the meantime is alleged to have helped himself liberally from the defendant's store. Eventually an arrangement is alleged to have been arrived at whereby defendant was to receive eighty cents regularly from complainant as the price of immunity from arrest.

After one payment, defendant was advised by friends to communicate with the authorities, a step which he took. Subsequently, the defendant was arrested when he is stated to have fallen into a trap laid by the police.

The defendant is granted bail of \$1,000.

CHINA BUILDING ROBBERY.

DEFENDANT DISCHARGED BY COURT.

The daylight robbery in China Building on July 23 last was recalled at Central Magistracy yesterday, when a Chinese was charged before Mr. H. R. Butters with the theft of a pair of gold bangles from the person of a woman who lived on the building.

At the outset, Detective-Inspector Shannon, who prosecuted, told the Magistrate that he had no witness who actually saw the robbery beyond the woman who was the victim.

On the day in question the woman was descending from the second to the first floor of the building when she was set upon by the defendant, who, with two others, had been playing cards on the stairs. The defendant snatched a pair of bangles from her and made his way out of the building, followed by the other two who had been playing cards with him.

A cry of "Save Life" was raised by the victim some time afterwards, probably a minute or two after the trio had left the building. There were several people who could say that they saw someone running out of the building and making off by the back lanes, but none could say that the defendant was one of them.

The police arrested the defendant two days after the robbery. They were given certain information and acting upon this they managed to accost defendant near the Yau-mati Ferry Wharf. The defendant on being questioned completely denied taking part in the robbery.

At an identification parade, subsequently held, the woman, who was the victim of the robbery, picked out the defendant from twenty people on parade. Detective-Inspector Shannon stated that the case amounted to the complainant's word against the defendant and he relied on the identification. After hearing the evidence, his Worship stated that he felt that there had not been sufficient evidence brought before him on which he could register a conviction. The defendant was discharged.

BEDROOM COOLIE LOSES \$800.

THEFT AT HONG KONG CLUB.

Yeung Po, bedroom coolie of the Hong Kong Club, reported to the police that about 9 a.m. yesterday, he concealed about his savings, which amounted to \$801, behind a dressing table in an unoccupied room of the Hong Kong Club. Coming into the room shortly after, he found that his money had been stolen.

Chinese Employee Suspected.

He suspects the second steward employed at the Hong Kong Club. According to Yeung, the second steward was seen to enter the room for the purpose of dusting the furniture. The man subsequently applied for sick leave and departed. Although the police had made attempts to trace the suspected person, his whereabouts are still unknown.

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No. 4, DUNDRELL STREET,

Hong Kong.

Hong Kong, Dated the 20th of August,
1930. [9751]

WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 3 p.m.,
stated:—

The depression continues to move
north-eastward and is now central
to the S.W. of Vladivostok.
Pressure is low over China gener-
ally.

Local Forecast:—S.W. winds;
moderate; fine to cloudy.

TYPHOON WARNING.

The following typhoon warning
has been received by the American
Consulate-General from the Manila
Observatory:—

Manila, August 18, 3.45 p.m.—
Cyclone or typhoon W. of Bashi
Channel filling up.

Editorial and Business Offices: 11,
Ice House Street. Tel. 30251.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street,
E.C. 4.

The Daily Press.

HONG KONG, August 20, 1930.

PEACE AND POLITICS.

At last a special Examination
Committee of the Privy Council in
Tokyo has commenced to settle
down to its formal examination of
the London Naval Treaty. To be
more precise, the Committee has
met in the Imperial Palace, and
discussed the agenda. Thus, by
very slow but by no means easy
stages does Japan gradually get
into position in readiness to fall
in line with Great Britain and the
United States. How long it will
be before ratification actually takes
place nobody knows. The Privy
Council has already wasted a lot
of time on trivialities. For ex-
ample, some weeks ago complaint
was made of the Cabinet's careles-
sness in submitting for examination
a treaty "full of errors and
omissions"—which sounds slightly
Hibernian, but 'twill pass. Some
keen-eyed critic discovered that
the name of one of the Italian delegates
at the London Conference was
wrongly spelt—an "error" which
appears to be no error at all, one
of two successive consonants having
been dropped—in accordance with
Italian custom—for the sake of
euphony.

That crisis safely passed, there
comes the question of inaccuracies.
The Cabinet maintained that the
alleged mistakes are merely the
result of different ideas as to what
is and is not a correct translation
into Japanese. This seems rather
like a nasty knock at the Privy
Councilors and their linguistic
abilities, but the trouble does not
end here. The Privy Council,
before deciding whether or not to
recommend ratification of the Lon-
don Treaty, demands to be given
a copy of the report made to the
Throne by the Navy Department.
This the Premier refuses to do,
on the ground that this report was
prepared solely for submission to
the Emperor. Count Mironov Iro,
Chairman of the Special Examina-
tion Committee, is friendly neither
to the Cabinet nor the London
Naval Treaty, and it is expected
there will be some heated passages
during the proceedings between him
and Mr. HAMAGUCHI, the Premier.
A petition has been presented to
the Emperor, signed by about a score
of retired Admirals and Generals,
protesting against Japan's ratifica-
tion of the Treaty, and a number
of naval officers are known to have
supplied the Privy Council with
valuable (from their point of view)
information regarding the allegedly
helpless position in which Japan
will find herself as a result of the
proposed readjustment of British,
American, and Japanese tonnage.
The Privy Council is not likely
to recommend the rejection of the
London Treaty, but it is likely to
do its utmost to represent the
agreement as a very bad bargain
for Japan. The Government has
defended its approval of the
Treaty, but there has been no

enthusiasm for the compact in the
Navy Department. The attitude
there is one of philosophic resigna-
tion—Japan's name has been put
to an agreement, and what has
been done cannot be undone. At
an international conference one
cannot expect to gain everything
and give nothing. The strength
allocated to Japan under the Treaty
is insufficient for national defence,
"and the main thing is that we
should devote our attention to
making the best of the situation
hereafter." This is the old familiar
argument of the Big Navy men in
all countries, but in Japan these
gentlemen have much more politi-
cal influence than in Great
Britain and the United States.
Admirals in Japan not only sit
in the Cabinet but are able to pull
many political strings, and can—
if they feel disposed—force their
shipmate in political office to re-
sign. That possibility is feared
by some—that Admiral TAKABE,
Minister of the Navy, may be forced
to resign as a sign of contrition
for his share of responsibility in
the London negotiations, and that
the Cabinet itself will collapse in
consequence, since no other Admiral
would take ministerial office. The
whole controversy is a discreditable
political squabble, in which the
Government's enemies are actively
and openly conspiring to bring
about its defeat.

MIDSUMMER MADNESS.

The official communiqué issued by
the Italian Government in regard
to the death-roll in the recent
disastrous earthquake in Italy
makes strange reading. We are
told that the Government intends
to publish a full list of names in
order to confute "the enemies of
Italy who grossly exaggerated the
extent of the disaster." Now, what
are the facts? On July 24 the
official estimates issued by the
Italian Government itself gave the
number of dead as 1,774, stated that
4,284 persons had been injured,
3,183 buildings completely destr-
oyed and 2,757 more damaged. These
are the figures that Reuters's and
other news agencies supplied to
newspapers throughout the world.

At the time of the disaster, when
we were publishing cabled reports
of the earthquake, including the
official communiqué giving the
figures stated above, we received a
communication from the Italian
Consulate-General in Hong Kong,
in which it was stated that official
messages received by the Consul-
General from Rome indicated that
the news published regarding loss
of life and damage to property was
"almost all exaggerated." What
we said then in regard to this com-
munication we can repeat with
equal justice now in view of this
later extraordinary statement from
Rome:—"We cannot imagine any
reason why Reuters should cable
details of the disaster which are
not authenticated and, as a matter
of fact, the figures dealing with the
killed and injured are quoted from
official statements issued by the
Italian authorities." Consequently,
if there has been any exaggeration
in this respect, it is Italian officials
who are responsible for the mis-
statements.

It was explained in the official
communiqué published yesterday
that returned fugitives from the
earthquake districts have happily
reduced the death-roll to 1,476, but
this does not alter the fact that
the total was officially
estimated on July 24 at 1,774.
There is a difference of 298 be-
tween the two totals—the revised
figures show that the original
estimate was about 30 per cent. too
high. The difference has been ex-
plained by persons reported missing
having returned, but even had the
first figure been inaccurate, an
error of 30 per cent. can scarcely
be called "gross exaggeration." In
any case, we cannot conceive how
"the enemies of Italy" could
possibly hope to benefit in any way
from "grossly exaggerating the
extent of the disaster." We can
appreciate the potential damage
which could be inflicted upon
national prestige by false or ex-
aggerated reports of naval or
military disasters, industrial dis-
asters, famine, but we fail to
see how the enemies of any nation
could benefit by exaggerating the
death-roll caused by one of nature's
disasters upon a remote island.
The Privy Council is not likely
to recommend the rejection of the
London Treaty, but it is likely to
do its utmost to represent the
agreement as a very bad bargain
for Japan. The Government has
defended its approval of the
Treaty, but there has been no

★ News and Views ★

The newspaper men of Romania
are to receive old-age pensions, and
when they retire from active work
are to live in nicely furnished and
attractive "journalists' retreats,"
according to a law which has just
been passed by the National Assem-
bly at Bucharest. Of course all this
is not to be given to them as a gift,
pure and simple. They are to help
build up the pension fund. As the
workers, school teachers and State
officials in most European countries
contribute from their monthly
salaries or wages toward a pension
fund, from which they draw in cases
of need or after retirement, so the
Romanian journalists are going to
be required to lay money aside for a
rainy day. Every real newspaper
man or woman in the country,
whose chief occupation is journalism,
and who receives for such work
at least 4,000 lei, or \$50 monthly,
and who is a member of one of the
authorized Romanian journalists'
associations, is to contribute regu-
larly toward the retirement fund,
which will be administered, con-
trolled and supplemented by the
State.

The assistant chief of the automo-
tive division of the United States
Department of Commerce announces
that 35,127,393 passenger automo-
biles, motor trucks and motor buses
were registered throughout the
world January 1, 1930. Many a
motorist trying to return home after
a few hours spent at the seashore
might be excused for wondering if
that figure did not apply solely to
the road he was travelling.

The heroic rescue of a young
Scotsman is reported from St.
Nazaire. David Buchanan, aged
22, a native of Scotland, set out
accompanied by a countryman,
Harry Thomley, a chemist, for a
canoe trip in the sea off the fashion-
able seaside resort of La Baule.
When they were about 800 yards
from the beach their craft was cap-
sized by a big wave. Thomley was
drowned after struggling in the
water for a few minutes. Buchan-
an was about to suffer the same fate
when he was rescued by Mlle. Lucie
Jean, aged 17, who, noticing the
plight of the two young Scotsmen
from the beach, plunged into the
water and swam out to them. The
French girl is a daughter of the
manager of the Alexandria branch
of a big Parisian firm of multiple
shops.

The 100 per cent. record of success
of blind students trained in the
massage school of the National
Institute for the Blind has been
maintained in the recent examina-
tion for membership of the Chartered
Society of Massage and Medical
Gymnastics. Six blind candidates
from the National Institute—five
men and one woman—entered, and
all passed. They were also approved
to administer electrical treat-
ment. In the examination, which
includes both practical and theoret-
ical work, the blind competed on
equal terms with the sighted.

There was nothing of public in-
terest at yesterday's meeting of the
Sanitary Board, all the matters
which came up for discussion being
of an entirely routine nature.

On page 8 to-day will be found
an interesting rhymed contribution
from a local resident, describing the
careers of two imaginary young
men, one of whom found his way
"East of Suez."

Mr. J. T. Prior has made a re-
port to the police yesterday that
someone entered his premises at
No. 23, The Peak, and stole a
number of pearls. The value of the
precious stones, it is stated, is about
\$1,000.

The following cases of notifiable
diseases occurred in the Colony
during the week ended August 18:—
Typhoid, 3 cases, 1 death; in-
fluenza, 3 deaths, malaria, 14
deaths; tuberculosis, 49 deaths. All
the above cases were Chinese.

In an attempt to enter a house
at 162, Queen's Road Central,
from an adjoining house, a suppos-
ed "cat burglar" fell into the street
from the second floor and injured
his head so severely that he died
three hours after admission to the
Government Civil Hospital.

Liu Lun Kwe, a farmer, who
died intestate on January 5, 1930,
at Sha Tau Lang, Toi Shan dis-
trict, Kwangtung, left estate in
Hong Kong to the value of \$6,500.
Letters of administration have been
granted to the widow, Liu Ng Shi,
temporarily residing at 89, Wing
Lok Street.

Struck by Miss M. Barff, the
Alpha R.C. crew won the Women's
Eights Championship for the second
year in succession, from Putney to
Mortlake, recently, in 28 min. 43
sec. They beat Cleveleys R.C., a
crew from the River Lea, by six
lengths. The winners led by two
lengths at Hammersmith, and five
lengths separated the crews at
Barnes.

Private depositors and payment
by cheque are far less common in
France than in England, the canny
Frenchman, in many cases far
"closer" than the canniest Scot.
It is often still a believer in the
hidden store of hard cash about
his own dwelling. But the cheque
system must be spreading in France,
since the Government has just draft-
ed a Bill which will control some of
the possible abuses of the system.
It is amusing to read that a fine
of 6 per cent. of the value of the
sum for which the cheque is drawn
is inflicted upon the drawer or
issuer in cases where the drawer
omits to date the cheque. This aims
at stopping the practice of omit-
ting to date a cheque in order to
delay its payment. This indicates
the novelty of payment by cheque
in France, for few people in En-
gland would accept one which had
missed out such an important detail
as the date. Little mistakes of this
kind used to be "tried on" in the
war days by impecunious subalterns
towards the end of a month, but it
seems odd to read that such trans-
parent tricks should have to be
restrained by Act of Parliament.

America's balance-sheet on inter-
national business in 1929 has been
issued by the Commerce Depart-
ment. "The private debts of
United States citizens to for-
eigners," the report states,
"are approximately \$7,500,000,000
(\$1,500,000,000), and are greater
than at any time in American history.
That means, of course, that on
absolute amounts we are now the
greatest debtor nation (on private
account) in the world's history,
though on net balance we are one
of the most important creditor
nations."

A Press representative recently
asked Mr. George Bernard Shaw if
the report were true that the Prime
Minister recently sounded him as to
whether he would accept a peerage
in order to help the Government's
debating strength in the House of
Lords and that Mr. Shaw declined
in appropriate terms. "The Prime
Minister has not communicated his
desire to me," was G.B.S.'s reply.
"Of course, he may contemplate it,
but I cannot tell what is in his
mind, or the King's mind, or any-
body else's mind. I suppose there
are various Dukedoms vacant. They
could scarcely offer me less than
a Dukedom, do you think?" When
asked if he would accept a peerage
if it were offered Mr. Shaw said:—
"Well, you know, I never ford a
stream until I come to it. If they
could find me a more distinguished
title than George Bernard Shaw,
I might consider it!"

★ Local Notes and Events ★

The total output of the Kailan
Mining Administration's mines for
the week ending August 2 amounted
to 113,330 tons, and the sales during
the period to 73,764 tons.

Estate in Hong Kong worth
\$43,300 was left by Mr. Edwin
Thomas Byrne, silk merchant,
late of 62, Kiangse Road,
Shanghai, who died on May
15, 1930. Resolving of probate
of the will has been grant-
ed on behalf of the widow to whom
everything is bequeathed.

Arthur Train's famous novel,
"Illusion," will be seen and heard
in its film form at the Central
Theatre as the main feature from
to-day to Saturday. The story,
which was serialized in the *Ladies'
Home Journal*, deals with the for-
tunes of a young magician who be-
comes the lion of society circles
in which he practices his art as a
professional entertainer. He finds
himself drawn by two worlds—the
world of hedonistic dowagers and
haughty sophisticates, and the
world of troupers, show-people, his
own kind. Charles (Buddy) Rogers
plays the role of the young magi-
cian. Nancy Carroll is co-featur-
ing in the role of the dancing-sing-
ing performer with whom he falls
in love. There are a number of
thrilling sequences in the picture
induced by the natural plot sus-
pense and by the dangers of the
life of necromancy which Rogers
practices. Several songs are in-
troduced effectively in the plot.

One of the principal numbers
"Revolutionary Rhythm" is sung
and danced by Buddy and Nancy
and is developed in a night club
sequence with Lillian Roth, former
Vanities star, singing and danc-
ing it with the support of a daz-
zling chorus of fast-stepping chorines
in unique "Revolutionary" cos-
tumes.

A Chinese cook, employed on
board the Empress of Asia, was
fined \$10 by Mr. T. S. Whyte-
Smith at the Kowloon Magistracy
for the unlawful possession of 86
Manila cigars, which he had at-
tempted to bring ashore. It was
stated by Detective-Sergeant Hum-
phreys that they were good Euro-
pean cigars, and hardly the kind
which a man of accused class
would smoke.

The disappearance of Ching Fo
Shing (24), member of a fishing
junk crew, has been reported to
the police. Together with the other
junks, Ching, it is stated, went out
for a swim in Aberdeen at about
12 noon on Monday. At about 1
p.m. all the junks came out of the
water, and it was then discovered
that Ching Fo Shing was missing.
It is believed that the missing man
had been drowned.

A system of currency coupons for
the convenience of travellers flying
on the England-India Air Mail
route has been introduced by Im-
perial Airways. It has been found
that at the various halts travellers
wish to make small personal pur-
chases. To save them having to
burden themselves with odd sums
in various local currencies, the com-
pany will issue special 3s. coupons
which will be cashed into local cur-
rency by Imperial Airways officials
at any station on the route. There
will be 10 coupons in each book
issued.

America's latest "racket," as dis-
closed by Public Prosecutor Faeh,
of Richmond County, New York,
has been made possible by an
epidemic of suicides—the death
of the Stock Market crash—and in-
volves the snatching of bodies for
purposes of insurance frauds. On
the evidence presented by Prosecu-
tor Faeh, the grand jury found ten
indictments against members of a
gang who have defrauded the in-
surance companies of a million
pounds by claiming bodies of sui-
cides, giving them false names and
claiming insurance on policies dated
a few weeks before death. The Pro-
secutor declared that the gang have
"snatched" no fewer than fifty
bodies from morgues in recent
weeks, given them elaborate fune-
rals and collected heavily from insur-
ance companies.

The entries of eight Sussex women
players to Brighton's annual bowls
tournament, have been rejected.
Because the Sussex women openly
sought to enter as Mesdames—to the
number of eight—the committee
promptly refused to accept them.
Women have played in this tourna-
ment before, but they succeeded by
the subterfuge of sending in their
names as "Mr. So-and-So and part-
ner." This year they applied
giving their own names. The com-
mittee, it is understood, are adopt-
ing an attitude based on the deci-
sion by the English Bowling Asso-
ciation that it will not countenance
the appearance of women in open
tournaments.

In view of the successful opera-
tion of a number of South German
and Swiss hydro-electric power-
works, negotiations have been start-
ed at Berne for the extension of the
system by the construction of five
more power stations and the dis-
tribution of the electricity thus pro-
duced partly to Switzerland and
partly in the southern districts of
Baden.

A 13-year-old school boy, John
Freeman, son of a labourer, was
complimented by the Hull coroner
recently upon the pluck he display-
ed in attempting to save a younger
boy, John Harrison (5), from
drowning. Harrison's death was a
sequel to a game of "Cowboys and
Indians." He and other boys
climbed on to the parapet of the
Scott Street Bridge and fell into
the river. Freeman, without tak-
ing off any clothing, dived into the
river, but Harrison sank before he
could reach him. Freeman, in an
exhausted condition, was assisted
ashore. The Coroner said he would
bring the lad's plucky conduct to
the notice of the proper authorities
for recognition.

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DRAMATIC ARREST OF GANGSTERS.

SEIZED ON THEATRE
STAGE.

(From Our Own Correspondent.)

SHANGHAI, August 19.
Cantonese reactionary gangsters who recently arrived secretly have now made startling revelations of their activities, including the mysterious murder of a Chinese inspector.

The gang, consisting of 18, were dramatically arrested when detectives surrounded a theatre and seized the gang on the stage, amid the consternation of the audience.

DR. C. T. WANG AT
SHANGHAI.

(Wah Tsz Yat Pao.)

SHANGHAI, August 19.
Dr. C. T. Wang arrived here today.

The Japanese *Chargé d'Affaires* called and conversed with him over the Changsha incident.

COMMUNISTS EXECUTED
AT NANKING.

(Wah Tsz Yat Pao.)

NANKING, August 19.
Over 20 Communists were executed here today.

They were alleged to have been connected with a plot to stage a riot here.

FIRST LORD TO VISIT
MALTA.

MEDITERRANEAN FLEET TO
BE PRESENT.

(BRITISH WIRELESS SERVICE.)

RUSSIA, August 18.
The Admiralty announces that the First Lord of the Admiralty, Mr. A. V. Alexander, accompanied by his Naval Secretary, Rear-Admiral George Chetwode, will leave England next Thursday, August 21, to pay a visit to Malta, the Headquarters of the Mediterranean Command.

The Mediterranean Fleet will be present during the First Lord's visit.

MALTA COMMAND.

MAJOR-GENERAL OLDFIELD
APPOINTED.

(BRITISH WIRELESS SERVICE.)

RUSSIA, August 18.
The War Office announces that Major-General Oldfield has been appointed General Officer Commanding at Malta, with effect from February, 1931, in succession to Major-General Pritchard.

(Major-General L. C. L. Oldfield, C.B., C.M.G., D.S.O., has been commanding the 47th (2nd London) Division of the Territorial Army since 1927. He entered the Army (Royal Artillery) in 1892 and attained his present rank in 1926. He served much service in the Great War in France and Flanders. He was made A.D.C. to the King in 1924, and in that year and 1925 was Chief Instructor in Gunnery at the School of Artillery.)

SPAIN'S CURRENCY.

DECLINE OF PESETA
CREATES ALARM.

(THROUGH REUTER'S AGENCY.)

MADRID, August 19.
The steady decline of the Peseta from 43.50 a fortnight ago to 46.50 yesterday morning, ascribed to speculators exploiting the instability of the political situation and the difficulties connected with the return to Constitutional Government, has produced dramatic developments.

The Premier, Senor Berenguer, dashed to Madrid from a holiday in Santander, after which a decree appeared establishing a "regulating centre" armed with wide powers to prevent speculation in the currency.

A further sensation was created today by the official announcement of the resignation of the Finance Minister, Senor Arguelles.

As the outcome of a meeting of the Cabinet last night, Senor Berenguer is again departing for Santander to interview King Alfonso.

SHANGHAI TRAM WORKERS.

DEMAND DISMISSAL OF
"RUNNING DOGS."

(From Our Own Correspondent.)

SHANGHAI, August 19.
Not content with securing the majority of their demands, the French tram workers are preparing fresh demands, and are insisting upon the dismissal of a score of loyal clerks whom they stigmatise as "running dogs."

BRITISH FILMS IN
COLONIES.

REPORT OF COMMITTEE
PUBLISHED.

(BRITISH WIRELESS SERVICE.)

RUSSIA, August 18.
The report of the Colonial Films Committee is issued. The Committee, under the chairmanship of Sir William Braas, M.P., was appointed in March, 1929, by Mr. L. M. S. Amery, then Secretary for the Colonies, "to examine the arrangements existing for the supply and censorship of cinematograph films for public exhibition in the Colonies, Protectorates and Mandated Territories and to consider in what way these arrangements could be improved."

There are also issued the findings of the Colonial Office Conference on the Committee's report and a despatch from the Colonial Secretary to the Administrations of Colonies, Protectorates and Mandated Territories indicating the action which it is proposed to take.

Instrument of Education.

The Committee's Report suggests various practical measures by which film can be installed and experiments begun with a view to developing the use of the cinematograph as an instrument of education. The Colonial Office Conference emphasises the importance of the use of films in education, especially with primitive peoples, and not only for children but also for adults.

Market Dominated by Foreign
Films.

As regards the supply of British films, the Committee points out that at present the market in the Colonial Empire is largely dominated by foreign films. Apart from existing cinemas, it calls attention to the possibility that in certain directions the market may expand rapidly. For example, there are only 33 cinemas in British territory in tropical Africa, though the population is approximately 36,000,000. The Committee calls attention to the importance of taking steps now in order that British industry may get a footing in this market.

The Committee accordingly suggests the creation of a small central organisation in London, under the auspices of the Federation of British Industries, to act as a centre for the supply of British films. A small Government guarantee is suggested during the initial year of operation of the Supervisory Board for this organisation.

Danger of Demoralising Films.

On the question of censorship, the Committee points out the danger of demoralising films. It suggests certain measures for stiffening the proposal for the Central Censorship Board in London so that all films going to tropical Africa should be carefully examined in the Colonial Office. It points out that apart from the negative aspect of censorship, the positive aspect of fostering the supply of good films must also be considered.

AMERICAN "MYSTERY"
PLANE.

THREE HUNDRED MILES
AN HOUR.

(REUTER'S AMERICAN SERVICE.)

ROOSEVELT FIELD, Aug. 18.
Capt. Page, of the Marine Corps, in the presence of Flight-Lieutenant Atcherley and other airmen, displayed the fastest flying ever seen here when he piloted the new "mystery" Curtiss Seahawk monoplane which has an engine developing 800 horse-power.

The plane landed at the rate of nearly 100 miles an hour and rolled across the length of the flying field.

The greatest secrecy is being observed regarding the plane, which is the Navy entry for the Thomson Trophy to be competed for at Chicago on September 1.

The Curtiss Seahawk has been built for a speed of 300 miles an hour.

RUSSIAN BURGLAR SENTENCED.

CHINESE MAGNATE'S PRO-
PERTY RECOVERED.

(From Our Own Correspondent.)

SHANGHAI, August 19.
Gerskevitch, a Russian burglar, was sentenced to two years' imprisonment for stealing silver and jewellery from the residence of a Chinese magnate valued at \$16,000. The entire property was recovered.

GRAVE SITUATION
IN INDIA.

AFRIDI TRIBE STILL
CAUSING TROUBLE.

(THROUGH REUTER'S AGENCY.)

LONDON, August 18.
The Government of India's appreciation of the situation up to August 16 says that the position in the North-West Frontier province continues to be one of considerable gravity and danger.

Detachments of the main force of Afridis remained at varying strength in Peshawar district throughout the week, and numerous large gangs were concealed in a thickly wooded belt to the south and south-east of Peshawar, and among the ravines to the east. They are a constant source of trouble and anxiety and have undoubtedly received shelter and food and some even active assistance from the villages in the neighbourhood of Peshawar.

Other Potential Sources of
Danger.

But by the end of the week the Afridis in Peshawar district, and also the main body in the vicinity of Khajuri Plain, were greatly decreased. Nevertheless, there are other potential sources of danger in Peshawar district from other tribes in the north and south.

The report mentions the strenuous efforts of Congress agitators to spread propaganda in the Southern Kohat district.

Boycott Menace.

Economic conditions generally throughout India tend to deteriorate and the continued boycott of British goods, especially cloth, threatens imminent ruin to a large number of small Indian dealers, who are unable to resist the pressure of the social boycott and other methods of coercion.

(BRITISH WIRELESS SERVICE.)

Military Evaded.

RUSSIA, August 18.
In an appreciation by the Government of India of the situation in India up to August 16, it is stated that the focus of interest in the tribal situation during the week has been the activities of an Afridi Lashkar in Peshawar District and on the district border.

Detachments from the main Lashkar, which got into the district last week, remained there at varying strength. Numerous large gangs concealed themselves in the thickly wooded belt to the south and south-east of Peshawar and among the ravines further east, and were a constant source of trouble and anxiety to the authorities. They also made several unsuccessful attempts in small parties by night to enter the city and cantonments.

Taking advantage of cover afforded by the high crops, they were generally able to elude the military, whose efforts were directed to their expulsion. For this reason decisive military action against them is difficult at the present season. Moreover, they undoubtedly received shelter, food and some active assistance from villages in the neighbourhood of Peshawar. They at one time succeeded in cutting all communications with Peshawar, and one party forced its way into a supply depot, where it did some damage before being driven out.

Heavy Casualties.

The Orakzai situation has remained uncertain. A number of Orakzai undoubtedly accompanied the main Afridi Lashkar and some took part in the activities inside Peshawar District. On the Kurram border, overt action was taken against the Government by a section of Orakzai with their neighbours, Para Chankhania, who made an attack on the Kurram Valley. The militia and village levies engaged them with good spirit. Prompt and very successful air action was taken against the hostile formations after due warning against the villages from which they came. Heavy casualties were believed to have been inflicted and considerable damage was done to the villages of more prominent hostile leaders.

This prompt and heavy punishment undoubtedly had a sobering effect on the tribes concerned. By the end of the week the number of (Continued at foot of next column.)

BOMB AT PEITSANG BRIDGE.

DISCOVERY PRECEDED
DELEGATES.

(THROUGH REUTER'S AGENCY.)

PEIPING, August 19.
A bomb was discovered at the Peitsang bridge, to the north of Tientsin, yesterday morning.

It is believed to have been the work of Southern emissaries, though some suggest that the Reds are responsible.

It was discovered shortly before the delegates of Yen Hsi Shan and Feng Yu Hsiang were due who are proceeding to Tientsin to meet Sun Chuan Fang to proceed with Sun Chuan Fang to Peitaho for a conference with Chang Hsueh Liang.

COLONIAL SERVICE
UNIFICATION.

SYSTEM TO SECURE RIGHT
MEN FOR RIGHT POSTS.

(THROUGH REUTER'S AGENCY.)

LONDON, August 18.
The Colonial Office has issued a Memorandum regarding the unification of the Colonial services in which it is declared that the recognition of the principles of a single Colonial service does not in itself depend on any drastic or practical change.

The present conditions, says the Committee on the system of appointment in the Colonial Office and Colonial services, envisage a condition of affairs in which the officers appointed to a single Colonial service accept, on appointment, the liability to a transfer from one dependency to another.

The Memorandum lays stress on the advantages of unification and says that it will give the Secretary of State the fullest scope to secure the right men for the right posts and place to the best advantage the experience of officers of proved capacity.

The Memorandum also points out that the scheme does not involve a rigid continuous movement of personnel round the world and concludes with the statement that the proposal for unification holds out the prospect of considerable advantages to Colonial Governments.

CUSTOMS LOSE CASE IN
AMERICA.

N.G.L. LINE RECOVERS FINES
PAID.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, August 18.
The test action brought by the North German Lloyd Line against the Collector of Customs at New York for the recovery of \$2,177, the total of fines for bringing undesirable immigrants into New York, resulted in favour of the steamship company.

Federal Judge Woolsey ruled that the company was entitled to rely on the visas issued by American Consuls to prospective immigrants.

Over 50 similar actions by British and other foreign steamship companies are pending for the recovery of fines aggregating \$300,000.

U.S. PROHIBITION REPEAL.

MORE SUPPORT VOTES IN
NEXT CONGRESS.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, August 18.
Twenty-nine new votes in the next Congress for the outright repeal of prohibition are declared assured as a result of the recent party primaries and the known changed attitude of certain Representatives.

The gains in the primaries up to the present total nine.

Afridis remaining in Peshawar District had greatly decreased and so also had the main body of the Lashkar in the vicinity of the Khajuri Plain. The situation, however, continues to be one of considerable gravity and danger.

Muslim-Hindu Clashes.
The communal disturbances in Sind have spread over a large area on both sides of the Indus and a serious situation has developed. The population of the villages is almost entirely Mohammedan, with a small section of Hindu money-lenders and traders, to whom many of the Mohammedans are indebted. Communal feeling is, therefore, aggravated by economic causes, and the trouble, as in the present case, the trouble extends into the rural areas. It takes the form of violence towards and looting of the small Hindu population. It is feared that the loss of life and property has been considerable. Outside the North-West Frontier Province and Sind there has been a comparative absence of incidents during the week.

COMMUNIST MENACE AT HANKOW.

GREEN HOWARDS RETURN
TO SHANGHAI.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, August 19.
H.M.S. Cumberland, with 180 men of the Green Howards who were despatched to Hankow in view of the Communist menace there on the 6th inst., has returned to Shanghai.

It is now presumed that the Communist menace at Hankow is ended. H.M.S. Berwick is replacing the Cumberland at Hankow.

BRITISH CONSULATE TO
CLOSE DOWN.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, August 19.
It is understood that the British Government is closing the Consulate at Changsha.

Society Removing Stocks From
Changsha.

The Standard Oil Company, whose installation at Changsha is unfavourably placed for protection, is removing all its stocks, as a matter of business precaution.

The Asiatic Petroleum Company is making no change.

(Wah Tsz Yat Pao.)

Conditions Normal.

HANKOW, August 19.
Conditions in Changsha have become normal.

Japanese residents are returning to Changsha.

ATLANTIC AIRSHIP
SERVICES.

ROUTES MAPPED OUT BY
GREAT BRITAIN.

(THROUGH REUTER'S AGENCY.)

LONDON, August 18.
When sufficient experience has been accumulated with experimental flights with the R.100 and R.101 it is intended, says a Colonial Office Conference "Blue Book," to organise regular services between Cardington, Montreal and New York.

Three main routes are likely to be: via Cape Farewell (Greenland), via Newfoundland and the Azores, while another route via the Faroes, Iceland, Greenland, Hudson Strait and Winnipeg is at present being investigated by the expedition under Captain H. E. Watkins, who is now in Greenland.

The Blue Book refers to plans in America to establish floating seadromes at intervals of three hundred nautical miles between New York and the Azores and between the Azores and Plymouth for refuelling and repair purposes.

DUKE OF NORTHUMBER-
LAND'S ILLNESS.

BLOOD TRANSFUSION TESTS
ABANDONED.

(BRITISH WIRELESS SERVICE.)

RUSSIA, August 18.
A bulletin issued today regarding the Duke of Northumberland, who has been seriously ill since undergoing an operation, says he had a very fair night.

A very slight improvement in his general condition is noted.

Hopes of strengthening the Duke's condition by blood transfusion were abandoned after many tests to find one of the British Red Cross Society's volunteers with blood compatible with that of the Duke. All tests revealed that the blood was not suitable. Earl Percy, older son of the Duke, was one of the first of the volunteers.

"It is uncommon for us to be unable to find someone with blood to suit an individual case," an official of the British Red Cross Blood Transfusion Service said, "though I have known similar instances. We have thousands of volunteers who give their blood willingly when called upon."

LI TSUNG JEN'S
COURIER.

MADAME LI CONVEYS
MESSAGES.

(THROUGH REUTER'S AGENCY.)

PEIPING, August 19.
Madame Li Tsung Jen, who arrived at Peiping, is said to have brought important messages from her husband.

(Wah Tsz Yat Pao.)

PEIPING, August 19.
Li Tsung Jen, the leader of the Kwang rebels, who arrived here recently was welcomed at a meeting held in his honour by members of the Kwang clique.

FIFTH TEST MATCH.

BRADMAN MISSED BEHIND THE STICKS.

AUSTRALIA GOING STRONG AGAINST FEEBLE
ENGLISH ATTACK.

BAD LIGHT AND RAIN ENDS PLAY.

(THROUGH REUTER'S AGENCY.)

LONDON, August 18.

After a somewhat slow start, Ponsford came out to the wickets after the luncheon interval to give a dashing display, and although Woodfull was as steady as a rock, he got the runs at a very good pace, and dispelled the "Larwood Bogey" by settling down to punish the fast bowler very quickly. The first 20 runs included four boundaries, and Tate suffered when Ponsford was missed behind the sticks off his bowling. The Australians had only gathered 45 runs then, and to make things even more disappointing for "Maurice," Duckworth dropped Woodfull off his bowling again, when the latter had only scored six runs.

Ponsford Gets His Century.

The bowling was not very difficult and the score mounted up at a good rate, Ponsford driving excellently while his captain was very solid. Things went on very well for the batsmen and 139 runs were signalled for no wickets down when play was adjourned for tea. By this time Ponsford had collected 110 runs, having reached his 100 after being in for two hours and fourteen minutes. Woodfull, on the other hand, could only gather 40 runs, so that he was very much slower than his partner in scoring.

Interval As Change-bowler.

The thousands of spectators then looked forward to seeing Ponsford rising to greater heights, but they counted without England's reserve change-bowler—the interval. Almost immediately after the resumption, Peebles sighted his third delivery beautifully and bowled Ponsford neck and crop before the batsman added a further run to his total. He played a capital innings and his late-cutting and driving were timed to a nicety.

Enter Bradman.

Enter Don Bradman, and as usual he was given a tremendous ovation. Many of the spectators got up from their seats in order to get a better view of the "Terror of the Bowlers," and as he made his way to the wickets he found his progress somewhat impeded by the army of photographers who had gathered to take "snipers" and "close-ups" of him.

What would happen? Mindful of what happened when Bradman was up against Peebles in their last meeting, the English supporters were hopeful for a "repeat performance," but in this respect Bradman disappointed them, for, playing steady cricket right from the start, he presented the full face of the bat to the ball every time and punished severely the loose ones that were sent down.

At this stage rain fell and play was stopped for a quarter of an hour but was resumed again at 5.15 p.m., when Woodfull reached his 50 off a single from Hammond, after being at the wickets for three hours and twenty minutes. Then he mistimed one from Peebles and Duckworth caught him behind the sticks. Kippax was next in and, together with "Don G.," brought the score to 215 for 2 when stumps were drawn. Peebles was bowling splendidly and his figures up to this stage were two wickets for 78 runs.

LATER.

Bradman and Kippax, the overnight "not outs" resumed Australia's innings to-day on a good wicket, which did not appear at all worn.

The weather was fine, and Tate and Larwood (Vauxhall end) started the attack for England. The latter was bowling against the wind, which did not help him at all, and Peebles was given a spell with the "pill." When the score stood at 247, Bradman had a trying over from Peebles, which was a maiden, but after that he sent the bowler to the ropes, and following up with a single reached his 50 after 95 minutes' play.

Kippax was rather restrained, and he fell to an excellent catch by Wyatt at short-leg off Peebles. He had made 28, while Bradman's share stood at 53, and the total was 293 for 2. The partnership lasted 65 minutes.

An Expensive Chance.

Archie Jackson joined "Don" and for a time the batsmen appeared to have had complete mastery over the bowling. Then a sigh of disappointment, for when he had 82 runs to his credit Bradman was missed by Duckworth behind the sticks. This mistake seemed to put more vigour into Bradman, for he went on to play brilliantly and reached his 100 amidst loud applause after having batted just three hours. Jackson in the meantime played attractive cricket, and the lunch interval came with the total at 371 for 3 wickets—Bradman 112, and Jackson 33, both undefeated.

LATER.

Bradman and Jackson, two of Australia's most brilliant batsmen, continued to play havoc with the English bowling. They brought the score to 409 without further loss, and when "Don" had 129 and "Archie" 43, play was stopped on account of bad light and rain and advantage was taken of this interruption for tea.

ENGLAND: FIRST INNINGS.

J. B. Hobbs, c. Kippax, b. Wall	47
H. W. Sutcliffe, c. Oldfield, b. Fairfax	161
W. W. Whysall, l.b.w., b. Wall	12
K. B. Dunsheingh, c. Fairfax, b. Grimmett	50
W. E. Hammond, b. McCabe	13
M. Leyland, b. Grimmett	3
E. E. S. Wyatt, c. Oldfield, b. Fairfax	64
M. W. Tate, c. Oldfield, b. Grimmett	10
H. Larwood, l.b.w., b. Grimmett	19
G. Duckworth, b. Fairfax	3
I. A. R. Peebles, not out	2
Extras	19
Total	405

Bowling Analysis.

	O.	M.	R.	W.
T. Wall	87	6	90	2
A. Fairfax	31	9	52	3
O. V. Grimmett	66.2	18	125	4
S. McCabe	22	4	49	1
P. M. Hornbrook	15	1	24	0

AUSTRALIANS: FIRST INNINGS.

W. M. Woodfull, c. Duckworth, b. Peebles	64
W. R. Ponsford, b. Peebles	129
D. G. Bradman, not out	125
A. Kippax, c. Wyatt, b. Peebles	28
A. Jackson, not out	42
Extras	28
Total (for 2 wickets)	402

To Bat: S. McCabe, A. Fairfax, O. V. Grimmett, W. A. Oldfield, P. M. Hornbrook and T. Wall.

INTIMATIONS.

HONG KONG REALTY & TRUST
COMPANY, LIMITED.

AN INTERIM DIVIDEND of THIRTY CENTS PER SHARE, in respect of the Year 1929, will be payable on THURSDAY, the 27th SEPTEMBER, 1930, on which date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE, EXCHANGE BUILDING.

The TRANSFER BOOKS of the Company will be CLOSED From THURSDAY, the 27th AUGUST, 1930, To WEDNESDAY, the 25th SEPTEMBER, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
C. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, 9th August, 1930. [9745]

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Modern Construction with Garages.

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Flats with Modern Conveniences.

'PLANE CHARTERED FOR
A BOY.

FROM EXAMINATION ROOM
TO CATCH A LINER.

Bernard Edward Boyer, a 10-year-old student at Lancing College, hurried from the examination room at the college recently, stepped into a taxi with his mother, was driven to Shoreham Aerodrome, and there stepped into an airplane to fly to France.

The boy and his mother hoped to reach Boulogne in time to board the liner Alameda for South America.

The liner left Tilbury Docks at 11 a.m. At that hour the boy was still sitting for the examination, and, as he did not wish to miss either the examination or his holiday in South America, his mother decided to charter the air plane to catch the liner at her first port of call.

The examination finished soon after 11.30, and soon afterwards the boy and his mother drove up to Shoreham Aerodrome where the plane was waiting.

The luggage, including tennis rackets, was quickly transferred to the cabin. Mrs. Boyer and her son hurried on board the plane which then headed for the Channel against a stiff wind.



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CHEST, &
LUNGS.

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NEWS IN BRIEF.

In the latest type of Paris restaurant, the menu has been abolished and waiters now bring meals to suit their customers' personalities—whether the customers like it or not. The customer may want ham and eggs, but if the waiter thinks snails or frogs' legs would suit him better, that is what he eats. The proprietor of one of these restaurants explains that ordering a dinner is an art for which a special training and imagination is needed. The person who eats steak and potatoes all his days lives an unfulfilled and frustrated existence. A real life, a rich and a full life—is one which includes all manner of comestible delicacies. Therefore, a carefully chosen staff of waiters officiates over the nameless meals. Tourists whose fidelity to ham and eggs cannot be shaken are warned to keep clear.

H.M.S. Vindictive, which began her service a few weeks before the signing of the Armistice, was recently paid off at Chatham and recommissioned with a reserve crew for service in the North Sea Fleet. The last permanent service on which the Vindictive was employed was as flagship of the Second Cruiser Squadron, in which she was replaced last January by her sister cruiser Hawkins. She was named after the famous vessel which was sunk at Ostend to block the passage of German submarines during the war.

Mr. Jacobus de Wet, a wealthy South African visitor to London, has been robbed of £9,000 by confidence tricksters using a new method. The victim was fortunate in picking out from the Scotland-yard rogues' gallery the photographs of his plausible acquaintances, one of whom had a wooden leg. He met them casually in the lounge of an hotel, and they told him a story of an "infallible betting system, which could not possibly fail." Mr. de Wet believed the yarn, parted with the £9,000, and saw his acquaintances no more. Then he consulted a detective, who took him to Scotland-yard.

A mathematician, who claims to have solved the ancient problem of squaring the circle, has caused a sensation among Italian scientists. Professor Giuseppe Tschert, of Bolzano, says he arrived at the solution more by pure mathematics than by geometry. He has sealed his papers and consigned them to the care of a lawyer to await the inspection of a committee of savants. "Squaring the circle" is a problem which has been fruitlessly attacked by the ablest mathematicians of past centuries. The problem is to obtain a square equal in area to a given circle. It has long been thought that an arithmetical solution is also impossible.

Burglars with three motor-cars broke into a tobacconist's shop at Watling Avenue, Burnt Oak, N.W., recently and stole tobacco and cigarettes valued at £400. The men forced a door and broke a window at the back of the shop. The three cars, which are believed to have been stolen, all broke down and were found the next morning abandoned in Barnfield Road, Burnt Oak, a quarter of a mile from the shop. Most of the stolen property was still in the cars.

The effect of bad golf on mentality and health was mentioned in the presidential address to a company of insurance medical directors at Spokane, Washington. Dr. William Muhlborg, president of the Association of Life Insurance Medical Directors, said: "The average man, who plays golf goes out to the course, dubs a shot, gets mad, tears his hair, and as a result increases his blood pressure." A noted golfer said: "Dr. Muhlborg is right! You end up nervous and irritable," he added, "and possibly take three whiskeys to calm yourself. Your blood pressure has gone up. I say that that one game of golf has taken a year off your life." A famous life insurance company were inclined to pass golf as a risk. If we find a man, who is an enthusiastic golfer we are rather pleased. It shows health and energy," said an official.

Boys attending Bechesgrove County Council School, Watford, in shirts with "open necks" were sent home and ordered by the headmaster, Mr. W. H. Belsler, to put on ties. The Watford school managers have endorsed the headmaster's action, although a Labour member suggested that it would make them "the laughing stock of the town." In other elementary schools in Watford this ban on open shirts has not been enforced, and it has taken scores of Watford schoolboys, who regularly wear open shirts in the summer, by surprise. "I hope this action will not be extended," said a Watford schoolboy. "Even at the Grammar School the boys are allowed to come in open shirts in the afternoon and girls are allowed to have their necks free. A parent said: 'Boys at school cannot keep a collar clean very long.' At one of the largest schools in the Watford district, the London Orphan School, where between 100 and 200 boys live and are educated, all wear grey open-collared shirts in the school and on the playing field; in summer.

AMERICAN SHIPPING.

FALLACY OF GOVERNMENT
SUBSIDIES.DANISH OWNER'S FIRM
CONVICTION.

The subject of Government subsidies to shipping and shipbuilding was introduced by Mr. A. P. Moller, a Danish shipowner, at the annual meeting of the Baltic and International White Sea Conference, says the *Journal of Commerce*. He then pointed out that there were subsidies of various kinds—namely, mail subsidies, cheap loans, and prohibition against foreign ships sailing in the coasting trade.

In the course of an excellent speech, he showed how many countries compete unnaturally with their own customers by such means, and finally proposed a resolution in the following terms:—

"That this annual general meeting of the Baltic and International Maritime Conference, representing 21 maritime nations, deplores the action of Governments both in running State-owned ships, and in providing financial facilities to their nationally in connection with shipping undertakings, in that it is inimical to the sound development of international commercial relations, which are best served when competition is free and unfettered by political considerations, and, while appreciating that services rendered by private undertakings to the State should be adequately remunerated, views with anxiety those cases where similar services are paid for at such exorbitant rates, and/or in circumstances where the service is uncalculated for that the payment constitutes a subsidy."

A Rotterdam delegate, in seconding the resolution, which was carried with three dissentients (U.S. delegates), urged that it was too moderate.

One of the U.S. delegates, Mr. R. C. Lee (Vice-president of the American Seafaring Line) joined issue with Mr. Moller, remarking that the Conference could not expect to be able to alter the laws of nations. They would, he said, simply succeed in making American people more determined.

An immense all-metal flying-boat, the first of its type, secretly built for the Air Ministry, was launched and successfully flown at Cowes last month. This wonder machine, which has taken two years to build, carries torpedoes, bombs, and machine-guns, but is easily convertible into an efficient weight-carrying commercial craft. A large cabin, which can accommodate twenty people, is equipped with electric cooking and heating apparatus and food refrigerators. The machine, with three 300-horse-power air-cooled engines, mounted high above the hull, is capable of a speed of considerably more than 100 miles an hour, and a non-stop flight of nearly 2,000 miles.

Mussolini has informed the French Foreign Office that he has decided on a naval construction holiday until the end of the year. He has therefore ordered that all new building is to be suspended during the period of negotiations with France regarding a naval accord. The Dictator has also issued a strict order to Fascist authorities throughout Italy that all anti-French demonstrations must be rigorously suppressed. This change in the previously tense Franco-Italian situation is regarded here as a great triumph for peaceful public opinion as expressed throughout Europe.

Sir Charles Parsons, presiding at the summer meeting of the Institution of Naval Architects at Liverpool, said that it would be easy to build a liner to cross the Atlantic in moderate weather at 24 knots, but it would not pay. It was a question of economics. Engineers could do it; there was no question about that. He believed that the new Canarder, now building, would bring back the blue ribbon of the Atlantic, wrested from the Mauretania first by the Bremen and then by the Europa.

The Cambridge colleges which have decided that second year men are not to be allowed to keep motor-cars at Cambridge, are Caius, Clare, Pembroke, Peterhouse, Trinity Hall and Sidney Sussex. It is expected that other colleges will make a similar order. At the beginning of the academic year for 1931-32 the restriction is to be extended to all undergraduates while in residence, unless in exceptional circumstances. By University regulation, undergraduates have been forbidden for many years to have motor-cars, and the cars that are allowed are to be kept at public garages. In the notice sent to undergraduates it is stated that the possession of motor vehicles prevents undergraduates from making the best use of their residence.

Feeling the People.

Mr. Moller now reiterates and enlarges upon his views in the course of a communication to the *Journal of Commerce* of New York. "I am sorry," he writes, "if I have been misunderstood by any United States friends. Mr. Lee said he looked upon the resolution as unwise because it would simply have the effect of making the American people obstinate and still more determined to follow the policy they have embarked on. I do not believe this, and I take my stand on Lincoln's famous saying: 'You cannot fool all the people all the time.'"

"I say this because from my knowledge of U.S. conditions I am absolutely convinced that it is a fallacy, when the U.S. people have been made to believe that the present shipping policy of the United States is to the best interest of the American people. I am confident that it is not, and I am likewise confident that sooner or later the truth thereof will dawn on the American people."

Mr. Moller proceeds to oppose the assertion that the United States requires its enlarged merchant marine to meet the national needs, and states that the States in reserving the coastwise trade to vessels under its own flag has proceeded contrary to the open door policy of the majority of other maritime nations. He holds that the Great Lakes trade gave the United States opportunities for fostering a merchant marine of a size proportionate to her needs, so that in 1914 she ranked third among the maritime nations with a total of 4,300,000 tons of shipping. He adds:

"The tonnage of Great Britain with her enormous colonial necessities was before the War 19,000,000 tons. In 1929 it was 20,000,000 tons. Great Britain consequently has practically been stationary. The German tonnage has decreased from 5,100,000 tons in 1914 to 4,000,000 tons in 1929. Tonnage of the United States, increased from 4,300,000 tons in 1914 to 13,500,000 tons in 1929. Nearly all this increase is artificial and fostered by State money, and in my conviction it is unnecessary to the country's needs."

Lack of Decision.

"It is true that there has been an instance when, for a comparatively short period, the American people thought that their interests were seriously hurt for lack of tonnage. It happened in 1916 during the World War."

"For the purpose of a lawsuit I, however, had occasion two or three years back to study this problem very closely, and I think I may safely here say that if the United States at a given period found she could not readily get an adequate supply of tonnage it was due to her own lack of decision in procuring tonnage in time."

"The Shipping Board instituted in 1916 had authority to buy or charter ships, but took too long for deliberations and lost its best opportunities to act. If it had acted reasonably speedily the commercial difficulty that had begun to make itself felt, would have been obviated."

"As just stated I have the confident hope that the American people will come to see that their present policy is unreasonable, and not to the best interest of the nation and people. Should it not be so, and should the present policy be pursued regardless of the reasonable interest of nationals of other countries, why, there is nothing for it but to remember that the peoples that are being subjected to an unnatural State-aided competition are large customers of the United States, and must find means of helping themselves."

"Mr. Lee says the subsidy goes to pay for the difference in the wage bill. I believe Denmark is the country in Europe that has the highest wages, and the difference as between U.S. and Danish wages is not to-day really so very great. Anyhow, I believe that in many instances the subventions exceed the entire wages bill in U.S. ships."

"The day will doubtless come when international shipping will be a natural trade for the United States. That day will come when that country is not richer than other countries. When it comes I look with alarm on the prospects of the mercantile marine of other countries, because I have the greatest respect for American energy and organization."

"I welcome U.S. shipowners on the seas at any time, if they will compete as private enterprises on an even basis without looking to the State to pay their expenses, but as State-aided institutions they cannot be welcomed."

The a.s. Shirala, left Singapore for this port on the 18th instant and is due here on the 23rd instant.



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To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Pres. Lincoln ... Tues. Aug. 28, 10 a.m.
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Pres. Harrison ... Sun. Sept. 21, 8 a.m.
Pres. Johnson ... Sun. Oct. 5, 8 a.m.

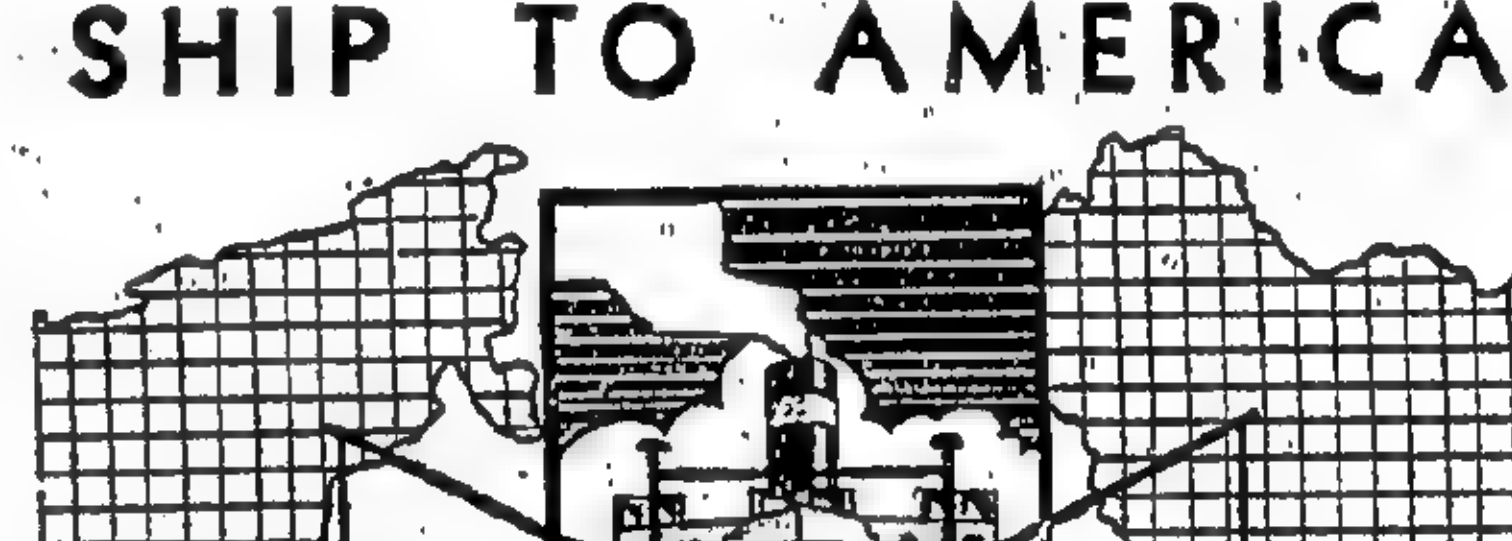
To Manila

Pres. Cleveland ... Aug. 26, 6 p.m.
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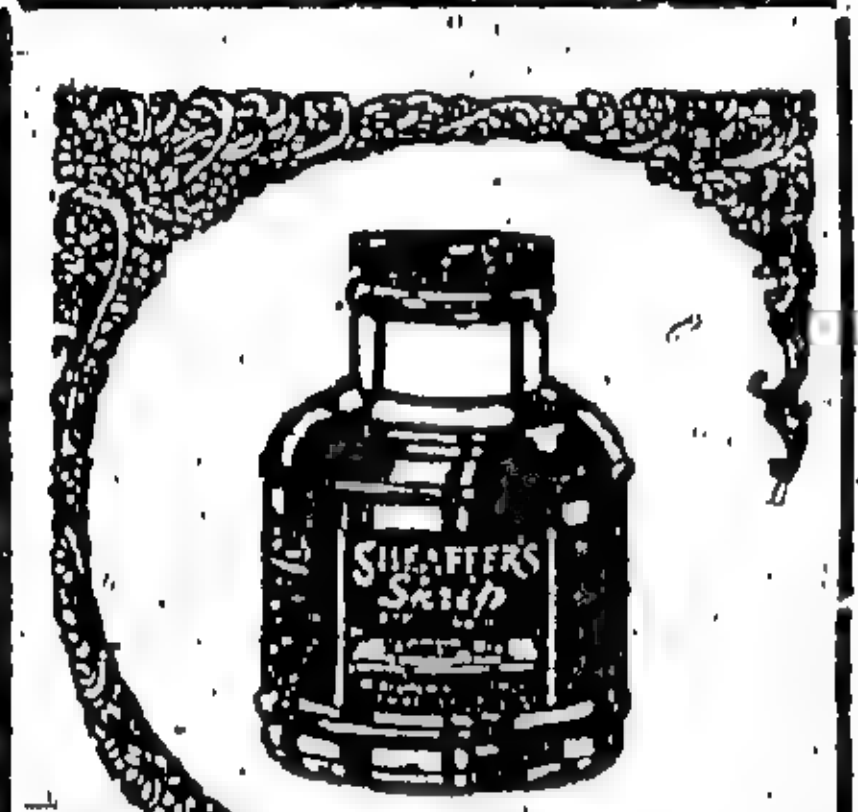
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Vancouver, British Columbia. Canada

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SWATOW, FOOCHOW, WENHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 22nd Aug. Noon
HONGKONG, PAKHOI & HAIPHONG	"OHENGTO"	On 23rd Aug. 10 a.m.
AMOT, SWATOW & SINGAPORE	"ANHUI"	On 24th Aug. 10 a.m.
SWATOW & SHANGHAI	"TEAN"	On 24th Aug. Noon
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 24th Aug. 2.30 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 24th Aug. 3 p.m.
SWATOW, SHANGHAI, NEWCHOWANG & DALNY	"LUCHOW"	On 25th Aug. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 26th Aug. 2.30 p.m.
AMOT & SHANGHAI	"TAIYUAN"	On 28th Aug. Daylight
AMOT, SWATOW & SINGAPORE	"ANKING"	On 31st Aug. 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 31st Aug. 3 p.m.
SWATOW, FOOCHOW, WENHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 2nd Sept. Noon
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 4th Sept. 10 a.m.

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SAILING LIST.

Other sailings:—	SHANGHAI, ETC.	CONFIDENT, ETC.
M.S. "Africa"	30th Aug.	5th Oct.
M.S. "Malaya"	1st Oct.	7th Nov.
M.S. "Danmark"	31st Oct.	10th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Elev. above Sea Level (Feet)	AUGUST 18, 1930.					AUGUST 19, 1930.				
		Barometer at Sea Level (Inches)	Thermometer (Fahrenheit)	Thermometer (Celsius)	Wind Direction	Wind Force	Barometer at Sea Level (Inches)	Thermometer (Fahrenheit)	Thermometer (Celsius)	Wind Direction	Wind Force
Vladivostok	12	29.55	75.0	75	SE	3	29.54	75.0	70	...	0
Nemuro	11	29.70	75.4	...	SE	1	29.76	75.5	...	SSE	1
Hakodate	...	29.59	75.1	...	SE	1	29.59	75.1	...	E	1
Tokyo	...	29.59	75.1	...	NNE	2	29.63	75.2	...	NNW	1
Kobe	...	29.61	75.2	...	SE	1	29.63	75.2	...	NNW	1
Nagasaki	...	29.59	75.1	...	SW	3	29.55	75.0	...	SW	6
Kagoshima	...	29.61	75.2	...	SSE	1	29.61	75.2	...	SSW	0
Oshima	...	29.63	75.3	...	NNE	1	29.63	75.3	...	...	...
Naha	...	29.67	75.3	...	S	3	29.67	75.3	...	SSE	2
Ishigakijima	...	29.65	75.0	...	S	1	29.63	75.2	...	SE	1
Bonin Island	...	29.41	74.7	...	NE	2	29.18	74.2	76	E	1
Chefoo	15	29.44	74.2	84	NE	2	29.58	75.0	75	SSW	1
Shanghai	14	29.43	74.3	84	NNW	1	29.62	75.2	90	NNW	1
Guttsiaf	...	29.53	75.0	86	SW	2	29.60	75.1	81	SSW	1
Wenchow	...	29.55	75.0	90	SSE	2	29.61	75.1	86	WSW	0
Foochow	...	29.51	74.9	86	SE	4	29.58	75.0	80	...	...
Amoy	...	29.49	74.9	88	ESE	2	29.53	75.1	77	...	...
Swatow	...	29.60	75.1	90	NW	2	29.60	75.1	75	...	...
Taihu	...	29.60	75.1	90	NW	2	29.56	75.0	75	NNW	4
Tainan	...	29.58	75.1	90	S	4	29.56	75.0	77	NNW	4
Koshun	...	29.63	75.2	90	SSE	2	29.52	74.9	81	NW	4
Pescadore	...	29.59	75.1	90	S	2	29.50	75.1	88	NW	2
Hong Kong	14	29.54	75.0	91	SW	4	29.61	75.1	85	SW	4
Gap Rock	...	29.57	75.1	85	SW	3	29.52	75.1	84	WNW	1
Macao	...	29.54	75.0	84	SE	2	29.52	75.0	84	SSW	4
Hoihow	...	29.56	75.0	89	NW	1	29.67	75.3	84	SW	4
Pratas Island	...	29.56	75.0	87	WNW	4	29.64	75.2	84	SW	4
Phulien	16	29.49	74.9	93	SSE	4	29.58	75.1	81	SW	2
Tourane	...	29.56	75.0	90	N	4	29.65	75.3	81	SW	4
Cape St. James	...	29.75	75.2	82	SW	6	29.86	75.8	77	...	...
Basco	14	29.60	75.1	86	SSW	2	...	...	...	...	...
Aparri	...	29.61	75.1	86	SSW	2	...	...	...	...	...
Tuguegarao	...	...	...	...	...	...	29.71	75.4	79	SSW	4
Vigan	...	...	...	...	...	...	29.76	75.6	81	SW	4
Manila	...	29.72	74.8	86	WSW	4	29.75	75.7	79	SW	2
Lepaspi	...	29.71	74.5	90	SW	4	29.80	75.6	82	SW	2
Calbayog	...	...	...	...	...	...	29.81	75.7	79	NW	1
Tacloban	...	29.74	75.4	90	SE	...	29.81	75.7	81	SW	4
Loilo	...	29.76	75.7	88	SW	2	29.81	75.7	81	SW	4
Cebu	...	...	...	...	...	...	29.81	75.7	81	SW	4
Surigao	...	29.74	75.4	88	W	...	29.83	75.7	77	...	0
Saipan	11.00	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.76	75.6	...	SW	2	...	...	...	...	...
Yap	11.00	...	...	...	...	...	29.86	75.8	79	W	2
Pelew	...	...	...	...	...	...	29.83	75.7	78	S	...
Labuan	14	29.81	75.7	92	S	4	...	...	...	...	...

August 19d. 11A. 17m.—The Chinese depression has moved northeastward and is now central over Korea. A depression may be forming to the S.E. of Formosa. Manila warning, 18d. 15A. 45m.—Cyclone or typhoon W. of Bashi Channel filling up. Recd. 18d. 16A. 13m. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 62.46 inches, against an average of 61.09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 20.

- Forecast.
- 1.—Formosa Channel ... N.W. winds, moderate.
 - 2.—South coast of China between Hong Kong and Lamocka ... S.W. winds, moderate; fine.
 - 3.—Hong Kong to Gap Rock ...
 - 4.—South coast of China between Hong Kong and Hainan ...

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 19.

Previous On Date	On Date	On Date
Day at 4 p.m.	10 a.m.	4 p.m.

Barometer...	29.53	29.54	29.55
Temperature...	89	78	81
Humidity...	67	78	69

Wind...	SW	WSW	SW
Force...	2	3	3
Weather...	B	O	C
Rain...	0.0	0.0	0.00

Highest open-air Temperature, 18.91

Lowest open-air Temperature, 19.83

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From August 30 to 26, 1930.

HIGH WATER. LOW WATER.

Days of Week. Date of Month. Hong Kong Standard Time. Height. Hong Kong Standard Time. Height.

Wed. 20. h. m. f. t. h. m. f. t.

Thur. 21. m. 5.9 6.8 1.80 1.15

Fri. 22. m. 6.15 7.3 2.20 1.8

Sat. 23. m. 7.16 7.8 3.28 2.7

Sun. 24. m. 8.13 8.1 4.37 3.6

Mon. 25. m. 9.10 9.0 5.45 4.5

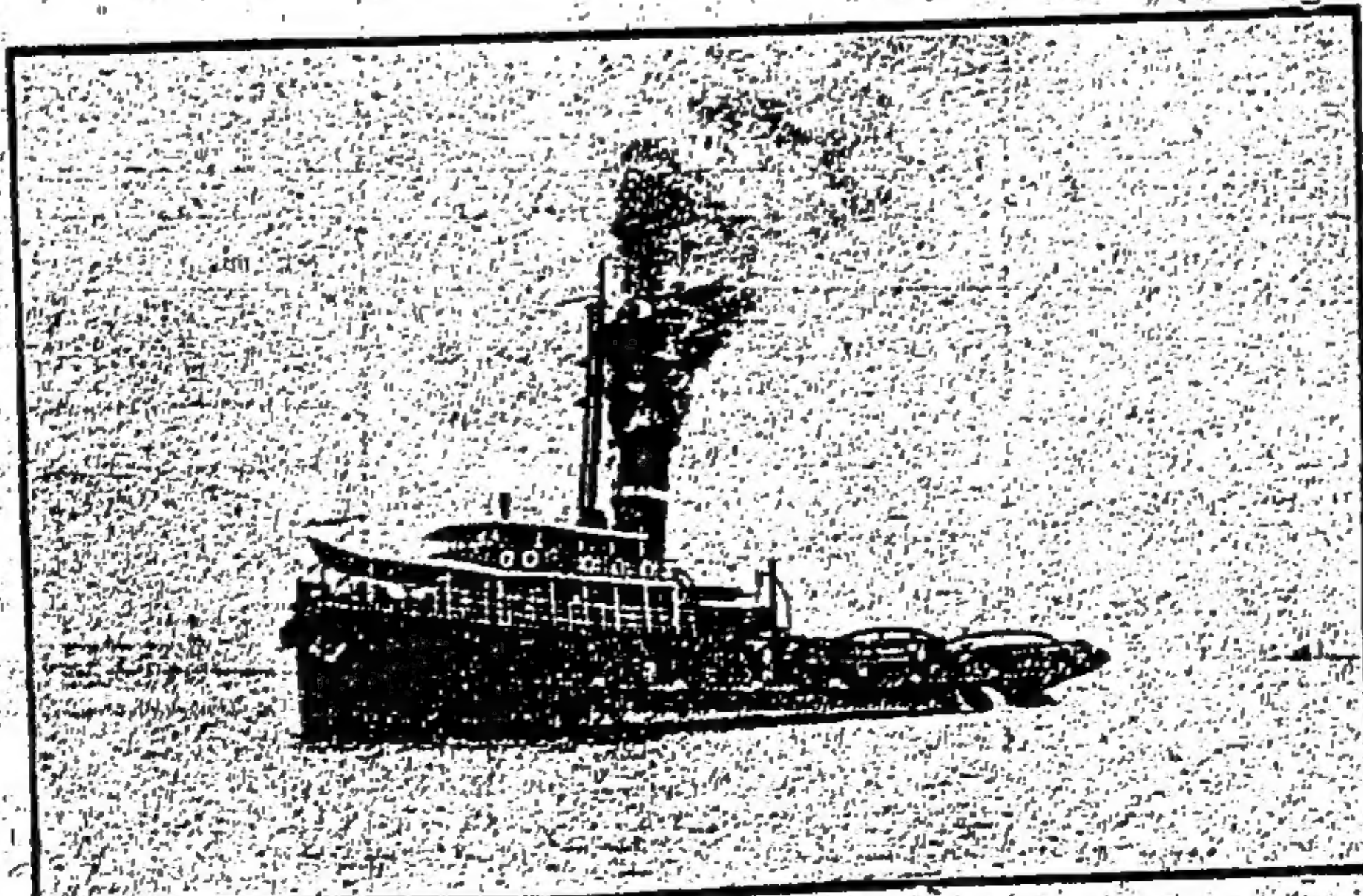
Tues. 26. m. 10.10 10.0 6.54 5.4

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E. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "KWAISANG" "HOPKANG" "HANGSANG"	Sun., 24th Aug., at 10 a.m. Wed., 27th Aug., at 10 a.m. Sun., 31st Aug., at 10 a.m. Wed., 3rd Sept., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG" "KUTSANG" "HOSANG"	Mon., 26th Aug., at 3 p.m. Sat., 30th Sept., at 3 p.m. Sat., 20th Sept., at 3 p.m.
OSAKA via AMOY & KOBE	"HOSANG" "YUENSANG"	Fri., 29th Aug., at 7 a.m. Sun., 7th Sept., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUMSANG"	Fri., 19th Sept., at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Mon., 25th Aug., at Noon Fri., 5th Sept., at Noon
TIENTSIN via SWATOW & FOOCHOW	"OHEONGSHING" "CHIFSHING"	Fri., 32nd Aug., at 7 a.m. Thurs., 4th Sept., at 7 a.m.

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To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CAENARVONSHIRE" ... 29th Aug.
Motor Vessel "GLENBEE" ... 12th Sept.
Motor Vessel "GLENELQUE" ... 29th Sept.
Steamship "PEMBROKESHIRE" ... 10th Oct.
Steamship "GLENIFER" ... 24th Oct.

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THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Main" ... departure 24th Aug.
Freight S.S. "Lahn" ... departure 11th Sept.
Pass. S.S. "DERFFLINGER" ... departure 10th Sept.
Freight S.S. "Isar" ... departure 4th Oct.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Manilla, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Pass. S.S. "DERFFLINGER" ... due here 26th Aug.
Freight S.S. "Isar" ... due here 10th Sept.
Pass. S.S. "SAARBUECKEN" ... due here 24th Sept.
Freight S.S. "Aller" ... due here 4th Oct.
Pass. S.S. "COBLENZ" ... due here 23rd Oct.

HONG KONG—NEW GUINEA

S.S. "BREMERHAVEN" will sail from Hong Kong for KABAUL on about 6th SEPT., 1930.

MELCHERS & CO.,

AGENTS, HONG KONG, 8, Chater Road, Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

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CANADIAN PACIFIC

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14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

Ship	From	Arrive	Ship	From	Arrive
Empress of Asia	Sept. 20	Sept. 23	Empress of Japan	Sept. 20	Sept. 23
Empress of Canada	Sept. 24	Sept. 27	Empress of Japan	Sept. 24	Sept. 27
Empress of Japan	Sept. 28	Sept. 31	Empress of Japan	Sept. 28	Sept. 31
Empress of Canada	Oct. 2	Oct. 5	Empress of Japan	Oct. 2	Oct. 5
Empress of Japan	Oct. 6	Oct. 9	Empress of Japan	Oct. 6	Oct. 9
Empress of Canada	Oct. 10	Oct. 13	Empress of Japan	Oct. 10	Oct. 13
Empress of Japan	Oct. 14	Oct. 17	Empress of Japan	Oct. 14	Oct. 17
Empress of Canada	Oct. 18	Oct. 21	Empress of Japan	Oct. 18	Oct. 21
Empress of Japan	Oct. 22	Oct. 25	Empress of Japan	Oct. 22	Oct. 25
Empress of Canada	Oct. 26	Oct. 29	Empress of Japan	Oct. 26	Oct. 29
Empress of Japan	Oct. 30	Nov. 2	Empress of Japan	Oct. 30	Nov. 2
Empress of Canada	Nov. 4	Nov. 7	Empress of Japan	Nov. 4	Nov. 7
Empress of Japan	Nov. 10	Nov. 13	Empress of Japan	Nov. 10	Nov. 13
Empress of Canada	Nov. 14	Nov. 17	Empress of Japan	Nov. 14	Nov. 17
Empress of Japan	Nov. 20	Nov. 23	Empress of Japan	Nov. 20	Nov. 23
Empress of Canada	Nov. 24	Nov. 27	Empress of Japan	Nov. 24	Nov. 27
Empress of Japan	Nov. 30	Dec. 3	Empress of Japan	Nov. 30	Dec. 3
Empress of Canada	Dec. 6	Dec. 9	Empress of Japan	Dec. 6	Dec. 9
Empress of Japan	Dec. 12	Dec. 15	Empress of Japan	Dec. 12	Dec. 15
Empress of Canada	Dec. 18	Dec. 21	Empress of Japan	Dec. 18	Dec. 21
Empress of Japan	Dec. 24	Dec. 27	Empress of Japan	Dec. 24	Dec. 27
Empress of Canada	Dec. 30	Jan. 2	Empress of Japan	Dec. 30	Jan. 2
Empress of Japan	Jan. 6	Jan. 9	Empress of Japan	Jan. 6	Jan. 9
Empress of Canada	Jan. 12	Jan. 15	Empress of Japan	Jan. 12	Jan. 15
Empress of Japan	Jan. 18	Jan. 21	Empress of Japan	Jan. 18	Jan. 21
Empress of Canada	Jan. 24	Jan. 27	Empress of Japan	Jan. 24	Jan. 27
Empress of Japan	Jan. 30	Feb. 2	Empress of Japan	Jan. 30	Feb. 2
Empress of Canada	Feb. 6	Feb. 9	Empress of Japan	Feb. 6	Feb. 9
Empress of Japan	Feb. 12	Feb. 15	Empress of Japan	Feb. 12	Feb. 15
Empress of Canada	Feb. 18	Feb. 21	Empress of Japan	Feb. 18	Feb. 21
Empress of Japan	Feb. 24	Feb. 27	Empress of Japan	Feb. 24	Feb. 27
Empress of Canada	Feb. 30	Mar. 3	Empress of Japan	Feb. 30	Mar. 3
Empress of Japan	Mar. 6	Mar. 9	Empress of Japan	Mar. 6	Mar. 9
Empress of Canada	Mar. 12	Mar. 15	Empress of Japan	Mar. 12	Mar. 15
Empress of Japan	Mar. 18	Mar. 21	Empress of Japan	Mar. 18	Mar. 21
Empress of Canada	Mar. 24	Mar. 27	Empress of Japan	Mar. 24	Mar. 27
Empress of Japan	Mar. 30	Apr. 2	Empress of Japan	Mar. 30	Apr. 2
Empress of Canada	Apr. 6	Apr. 9	Empress of Japan	Apr. 6	Apr. 9

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TATSUTA MARU ... Thursday, 21st August

ASAMA MARU ... Thursday, 18th September

SEATTLE, VICTORIA via Shanghai & Japan Ports

HIKAWA MARU ... Wednesday, 24th September

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez

KAMO MARU ... Saturday, 23rd August

KATORI MARU ... Saturday, 6th September

SYDNEY & MELBOURNE via Manila & Porto

ATSUTA MARU ... Tuesday, 23rd September

BOMBAY via Singapore, Penang & Colombo

↑ PENANG MARU ... Thursday, 29th August

KAGA MARU ... Thursday, 11th September

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama

GINYO MARU ... Wednesday, 27th August

HEIYO MARU ... Saturday, 30th August

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports

KAWACHI MARU ... Tuesday, 9th September

NEW YORK, BOSTON via PANAMA

↑ TOKIWA MARU ... Friday, 22nd August

↑ KUMA MARU ... Tuesday, 2nd September

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles

LYONS MARU ... Tuesday, 16th September

CALOUTTA via Singapore, Penang & Rangoon

↑ CALOUTTA MARU ... Friday, 29th August

↑ HAKODATE MARU ... Monday, 8th September

SHANGHAI KOBE & YOKOHAMA

HAKONE MARU ... Friday, 22nd August

↑ MUBORAN MARU ... Wednesday, 27th August

↑ LIMA MARU ... Thursday, 28th August

↑ SIBERIA MARU ... Wednesday, 10th September

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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ANGERS ... 28th Aug.

SPRING ... 18th Sept.

G. METZINGER ... 30th Sept.

ANDRE LEBON ... 14th Oct.

PORTHOS ... 28th Oct.

CHERNOGAUX ... 11th Nov.

ATOS II ... 25th Nov.

D'ARTAGNAN ... 9th Dec.

To Yokohama via Shanghai and Kobe.

G. METZINGER ... 1st Sept.

ANDRE LEBON ... 15th Sept.

PORTHOS ... 29th Sept.

CHERNOGAUX ... 13th Oct.

ATOS II ... 27th Oct.

D'ARTAGNAN ... 11th Nov.

ANGERS ... 25th Nov.

SPRING ... 9th Dec.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 17,600 TONS;
THROUGH CARGO 18,600 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday, were:

Ship	From	Through
British		
Antung, Amoy	1,800	
Borneo		
Haiphong	2,700	
Crenatula		
Tarawan	7,500	
Cheongahing	1,943	723
Tsinan		
Shanghai	530	540
Fooshing		
Tsingtao	148	1,519
American		
Pres. Grant	87	953
California		
Portland	1,534	694
German		
Duisburg, Kobe	1,621	1,643
Shanghai		
Dutch		
Tjibadak		
Batavia		1,475
Bremen	250	2,000
Van Heutz	423	51
Belaywan Deli		703
French		
Taipeisek	900	600
Fort Bayard		
Japanese		
Yuki Maru	50	
Rokko Maru	45	
Kitano Maru	905	1,940
Pokohama		
Tango Maru	495	4,167
Melbourne		1,486
Chinese		
Chung Kong	140	140
Tourane		
		17,681
		18,658

17,681 18,658

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

Ship	Arr.	Dep.
British	8	5
American	3	2
Dutch	3	0
German	1	2
French	1	0
Japanese	5	4
Chinese	3	0
Norwegian	0	1
	22	14

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Ship	Passengers
Antung (British), Amoy, Swatow	585
Tsinan (British), Shanghai, Swatow	150
Tjibadak (Dutch), Batavia, Amoy	152
Van Heutz (Dutch), Belawan, Deli, Singapore	2,182
Taipeisek (French), Fort Bayard	170
Tak Hing (Chinese), Autau	60
Chung Hong (Chinese), Shanghai	190
	3,499

ARRIVALS.

August 18.

Celebes Maru, Japanese str., 5,863 tons, Capt. J. Iton, from Japan, Kowloon Wharf—O.S.K.
Gemma, Dutch str., 5,233 tons, Capt. P. Bruwer, from Manila, buoy No. 431—J.C.J.L.
Tai Poo-Sek, French str., 1,919 tons, Capt. M. Paul, from K. O. Wan, buoy No. C17—Wo Hop & Co.

August 19.

Chinhuu, British str., 1,533 tons, Capt. A. N. Taylor, from Canton, buoy No. B21—B. & S.
Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C39—Yau Lee & Co.

Iris Bank, British str., 3,437 tons, Capt. E. N. K. Blackmore, from Keelung, buoy No. A27—Bank Line.
Rhexenor, British str., 4,995 tons, Capt. G. L. Stout, from Shanghai, buoy No. A5—B. & S.
Sphinx, French str., 11,860 tons, Capt. M. Arydris, from Manila, Kowloon Wharf—M. M. & Co.

Tai Shan, Panama str., 4,037 tons, Capt. A. Christiansen, from Manila, buoy No. A31—Doddwell & Co.
Tango Maru, Japanese str., 6,893 tons, Capt. T. Takechi, from Australia via Manila, Kowloon Wharf—N.Y.K.
Tetsufan Maru, Japanese str., 1,241 tons, Capt. Murakami, from Hongkong, buoy No. C49—Wada Jimusho.

Tjondari, Dutch str., 3,019 tons, Capt. J. J. Duit, from P. Pandan, buoy No. A28—J.C.J.L.
Tricolor, Norwegian str., 3,737 tons, Capt. Arthur Wold, from Manila, buoy No. A29—Thoresen & Co.

Van Heutz, Dutch str., 2,748 tons, Capt. J. Groothoff, from Singapore, buoy No. A6—J.C.J.L.

CLEARANCES.

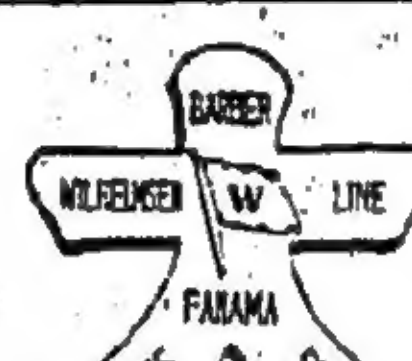
August 19.

Canton, for Haiphong.
Celebes Maru, for Singapore.
Chak Sang, for Swatow.
Chinhuu, for Foochow.
Emp. of Asia, for Shanghai.
Gemma, for Shanghai.
Hsi Ning, for Swatow.
Hanyang, pass through.
Huichow, for Canton.
Saxicava, for Paludje.
Sphinx, for Shanghai.
Tai Poo-Sek, for K. O. Wan.
Tai Shan, for Nagasaki.
Tango Maru, for Nagasaki.
Tricolor, for Shanghai.
Van Heutz, for Swatow.

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—
Wharves:—Kowloon: Tango Maru, Celebes Maru, Kut Sang, Kitano Maru, Empress of Asia, O.S.K.; Canton Maru; Menado Maru; Chin On; Hydrangea.
Docks:—Kowloon: Adamastor, Isis, Solar Star, Rizal, Yatsing, Vigilante, Planorbis, Taikoo; Apoor, Hong Kheng, Hupeh; Cosmopolitan; Gustov, Diedenchoosen.
Buoys:—A1, Tjibadak; A2, California; A3, Cheong; A4, Phexinor; A5, Van Heutz; A6, Proteus; A7, Kwangchow; B1, Anhui; B2, Canton; B3, Taipeisek; B4, Shantung; B5, Chinhuu; B6, Tetsufan Maru; A23, Neleus; A24, Tamsu Maru; A25, Chak Sang; B36, Cheongshing; B38, Kweiyang; C39, Chung Kong; C41, G.G. Merlin; C42, Halvard; C43, Chun Chih; C44, Huichow; C45, Haldis; C46, Peking Maru; C47, Yendai Maru; B51, Shenandvah.

The s.s. Talamba will leave Amoy for this port on the 20th instant and is due here on the 21st instant.



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Steamship	Tons	From Hongkong (about)	Destination
*KIDDERPORE	5,384	20th Aug., 4 p.m.	Straits, Colombo, B'ham, & Karachi
*KASHMIR	8,965	30th Aug.	Mars, L'don, Hull, B'dm, & A'warp
*MANTUA	10,946	13th Sept.	Bombay, Marseilles & London.
*ALPHEA	5,273	17th Sept.	Straits, Colombo & Bombay.
*KASHGAR	9,006	27th Sept.	Mars, L'don, Hull, B'dm, & A'warp
*MALWA	10,960	11th Oct.	Marseilles & London.
*KRYBER	9,114	23rd Oct.	Mars, L'don, Hull, B'dm, & A'warp
*MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*KASHMIR	8,965	15th Nov. (Mars)	L'don, Hull, B'ham, & A'warp
*KASHMIR	8,965	23rd Nov.	do.
*RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles & London.
*KALYAN	2,144	20th Dec.	Mars, L'don, Hull, B'dm, & A'warp
		1931	
*RANCHI	16,630	3rd Jan.	Marseilles & London.
*KASHMIR	8,965	17th Jan.	Mars, L'don, Hull, B'dm, & A'warp
*COMORIN	15,133	21st Jan.	Marseilles & London.
*KASHGAR	9,006	14th Feb.	do.
*MALWA	10,960	25th Feb.	do.
*MACEDONIA	11,120	14th Mar.	do.
*RAWALPINDI	16,619	25th Mar.	do.

